

TO RID PETROGRAD OF UNDESIRABLES, MINISTRY'S PLAN

Sweep Away Secret Police
And Dangerous Elements;
Limit Emigration

COSSACK LOYALTY

Korniloff Or None, Their
Demand; Won't Recognise
Workers' Council

(Reuter's Agency War Service)

London, August 25.—Besides driving back the Russian advanced cavalry posts in the region of Tukum to Kemmer, the Germans are attacking from Knyvisem, twenty miles west of Riga, along the road to Riga via Shilotsk and between the River Aa and Tiral Marsh, where they have captured the Russian advanced posts and the Russians have retired on to two miles northward. It is too early yet to say whether this offensive will develop to the vast scale recently foreshadowed by General Korniloff.

A German official communique states: "The Russians have evacuated their positions west of the River Aa, as far as the line from Odling to Bipaum. We occupied the aereion without fighting.

The Russian Government is taking vigorous steps to purge Petrograd of undesirables. It is evacuating the charitable institutions, deporting old gendarmes and members of the secret police and other dangerous elements, despatching to the front many men who have been wrongly exempted and strictly limiting the incoming population.

Petrograd, August 25.—The elections for the Constituent Assembly have been postponed from September 30 to November 25. The Constituent Assembly will meet on December 11.

The National Conference at Moscow, mentioned on the 14th will be merely consultative. M. Kerenky, the Premier, will preside. Various Ministers will present statements concerning the military, financial, industrial and agrarian situations.

A private soldier has been elected Mayor of Cronstadt and a sailor Secretary to the Municipality. The Maximalists head the other Parties in the municipal elections at Reval. General Korniloff is again visiting Petrograd. The Cossacks Council has passed a significant resolution, denying the right of the Soldiers' and Workmen's Delegates to intervene in the re-organisation of the army, expressing their faith in General Korniloff as the only General capable of restoring its fighting power and intimating that, in the event of General Korniloff's removal, the Cossacks Council renounces responsibility for any action of the Cossacks at the front or rear.

Protest of Kobe Firms At American Embargo

Say Shipbuilding Is Paralyzed;
Appeal For Removal As
Evidence Of Friendship

(Reuter's Agency War Service)

Osaka, August 25.—Public concern over the embargo on the export of iron and steel from America is increasingly manifest, especially in Kobe, where Japan's shipping interests are centered. Yesterday evening, 500 representative shipowners, builders and shippers, under the joint auspices of the Japan Shipowners Association and the Kobe Shipping Guild, held a meeting and resolved that various lines of Japanese commerce and industry are affected by the American ban, especially shipbuilding, which is dependent on the supply of material from America; that the embargo incapacitates the further construction of vessels and, consequently, it feared that it might affect the Allies' transportation capacity.

Japan has offered and sacrificed ships and crews in the cause of the Allies since the outbreak of the war, she is still offering and building vessels for the Allied Governments and greatly regrets that the embargo has been applied to Japan. The meeting appealed to the American people to remove the embargo, as evidence of America's friendship for Japan.

British Secure a Footing In Important Stronghold Near Lens and Retain It

Latest Canadian Success Ensures Grip on Town;
Germans Prevented from Using Guns Fully

(Reuter's Agency War Service)

London, August 24.—Field Marshal Sir Douglas Haig reported yesterday: "There has been heavy fighting the whole day long for Green Crassier, an important enemy stronghold southward of Lens. We obtained a foothold this morning and beat off several counter-attacks, inflicting heavy losses on the enemy.

Fierce fighting continues. We repulsed an attack northward of the Ypres-Roulers Railway and advanced slightly north-eastward of Langemark.

The fighting in the air this week has been incessant and more severe than in any previous week during the period of the war. A change in the wind favored our aeroplanes, yesterday. We brought down twelve and drove down six enemy machines. Two of ours are missing, one of which landed on Ostend Beach.

Our aircraft dropped five tons of explosives on objectives behind the enemy's lines.

A German official communique yesterday reported: "British attacks on a front of 15 kilometers, between Langemark and Hellebeke, were repulsed, except east of St. Julien and on the Ypres to Menin road. The majority of the numerous tanks employed by the British were put out of action.

Brilliant Canadian Success

Reuter's correspondent records another Canadian success early this morning, when they crossed the River Souchez and deployed and pushed on along a front of 700 yards. There was stiff fighting around a great slag heap, which was full of machine-gun posts and dug-outs and elsewhere much hand-to-hand fighting occurred during the early morning.

The result of this brilliant operation is that General Currie's left flank is secured from the south and Lens now lies deep in a close gripping enclave. Prisoners admit that life within Lens is unendurable.

The two special counter-attack Divisions of the Reserve of the Prussian Guard, which were recently brought up, have suffered so severely that apparently they are incapable of any further formidable effort.

The enemy are unable to employ their artillery to the fullest advantage, owing to the closeness of the salient and the command of the ground we hold. A continuous and harassing fire upon their communications during the night restricts the getting up of supplies seriously and Lens has become nothing less than a death-trap for the enemy.

All Gains Maintained

Reuter's correspondent at British headquarters, telegraphing yesterday, said: "All our gains yesterday have been maintained in Flanders and even added to. Despite violent German artillery fighting and counter-attacks. The advantages of yesterday's success are greater than the advance of a few hundred yards suggests, for we are now fighting for the high ground which

dominates the whole tactical position in Northern Belgium and we have now bitten out another slice.

"The greatest altitude of the ridge is towards the east of Inverness Cope, whence it trends north-east through Glencorse Wood, the Nonne Boschen and the western portion of the Polygon-de-Zonnebeke. Naturally, the enemy are concentrating their powers to the utmost to retain this commanding position, hence the bitter fighting which is proceeding.

"The extent of the casualties inflicted on the Germans cannot be judged by normal calculations on the ratio of prisoners to the rest of the losses, because, in a struggle of this character, prisoners are bound to be few. The German High Command is sacrificing its reserves recklessly, in a policy of immediate and incessant heavy counter-attacks. No fighting is more costly.

"The Huns are assuredly reeling under the smashing blows dealt them at Lens and in Flanders, where they have massed troops to the weakening of other parts of the line. The magnificent success of the French at Verdun is causing the Germans very grave concern and there is reason to believe that the Crown Prince is calling upon Prince Rupprecht for succor. The weather has again broken and it is raining heavily."

General Maurice, Director of Military Operations of the Imperial General Staff, says that the Germans are fighting very hard, with many guns, for Lens, but we are now right into the town from the north-west and south-west. He declares that, since July 31, the enemy, owing to exhaustion and losses, had to withdraw more than double the number of Divisions from the British front than we had.

The meaning of the false claims of victories made in the German official communique was that the German people had to be encouraged, in view of their accumulating sufferings and inconveniences. For example, traffic on the German railways is frequently breaking down, coal is getting scarce, etc. He said that the Germans have recently transferred many troops from the French to the British front.

With regard to the Italian offensive, he remarked that really important successes have been gained, which might lead to very important developments.

The breakdown of the Russians is not yet involved serious strategic disadvantages. In connection with the recent claim made by the Germans that they had taken 40,000 Russian prisoners, General Maurice said that this was surprisingly low and, moreover, half of these Russians were not armed.

Quiet Day With French

Paris, August 24.—The official communique issued yesterday evening reported: The day generally has been quiet, but there has been mutual artillery activity on both banks of the Meuse.

(Reuter's Agency War Service)

Melbourne, August 24.—The Minister of Finance announces that the reserve from the tax on single men and childless widowers will be utilized for the repatriation of returned soldiers.

Granville Appointed Minister To Greece

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British Miners' Wages May Be Raised 25 P.C.

(Reuter's Agency War Service)

London, August 24.—The Daily Telegraph states that the Coal Controller is meeting the Miners Federation, on the 28th, to consider an all-round increase in wages of 25 per cent, which would represent an additional wage bill of £500,000 a year.

Coal Controller To Discuss All Round Increase; Means Additional £500,000 Yearly

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Tanks' Commander

(Reuter's Agency War Service)

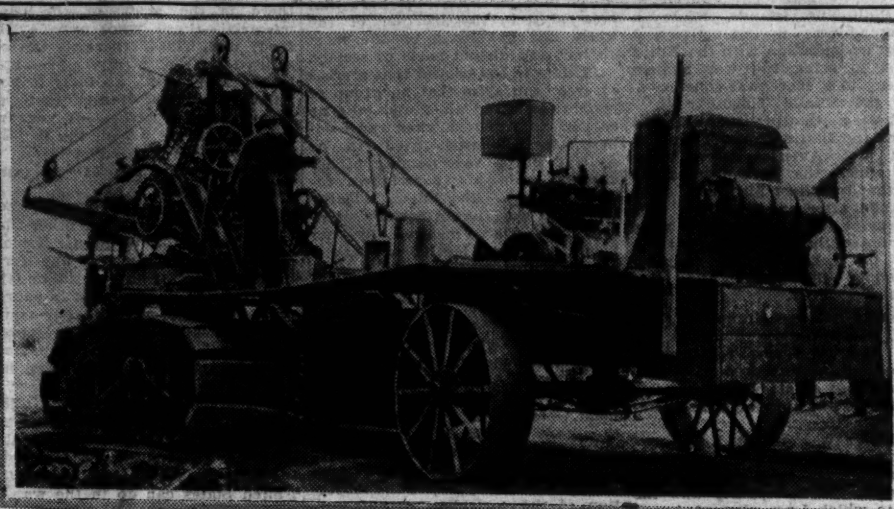
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OKUMA IS BETTER

(Reuter's Agency War Service)

Tokio, August 24.—The Marquis Okuma's condition is improving.

How Americans Will Dig Trenches



American troops forming the expeditionary force in France are to be fully supplied with all the most modern implements of warfare. The photograph shows a Yankee trench digger at the Officers' Training Camp at Fort Benjamin Harrison, near Indianapolis. It is designed after the ones at present being used by French on the western front and can scoop out trenches in the earth with amazing speed and precision.

Admiral Knight Here On Board Brooklyn; Galveston Is Delayed

Commander Of U. S. Asiatic
Squadron Arrives Unannounced
On His Flagship

The flagship Brooklyn of the American Asiatic Squadron, with Admiral Knight aboard, arrived late yesterday afternoon. The cruiser arrived unexpectedly and unannounced, evidently through oversight, occasioning some surprise, as it was thought in official circles that the Galveston would be the first ship in.

It is now expected that the Galveston will steam into port here some time today. She has been delayed by the lateness of the arrival of the transport bringing men for the river gunboats and by the recent typhoon.

The Brooklyn will probably be in port all of this week and will then proceed north, Admiral Knight going on to Peking. Consul-General Sammons will make his official call on the Admiral aboard his ship this morning and plans are being laid for a dinner to the new naval chief early in the week. Miss Knight, the Admiral's daughter, is not with her father, being now on a visit in Tientsin and Peking, but will come to Shanghai when the Admiral returns here in a month or so.

As soon as the Galveston brings the necessary men the previously interned gunboats will scatter, going up the river and to other ports.

AUSTRALIANS WITHOUT FAMILIES TO BE TAXED

Money From Bachelors Or
Childless Widowers For Re-
patriation Of Soldiers

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Dutch Minister Refuses To Give Up Austrian Arms

Also Bars China Taking Over German Bank; Diplomatic
Corps Holds Council On War Questions

(Reuter's Agency War Service)

Peking, August 24.—A meeting of the Diplomatic Corps was held yesterday, at the Dutch Legation, the Dutch Minister being the Doyen, in order to discuss the question of what troops should be appointed to guard the Austrian and German sections of the glacis and the sections of the Wall formerly guarded by the Germans. It was decided to leave the matter in the hands of the Commandants of the various Guards.

The meeting was interesting, because it was the first occasion the whole Corps has met since the outbreak of the war. One of the points of contention between the Dutch Minister and the Chinese is the question of the surrender of the arms of the Austrian Legation Guard.

These were handed over to the Dutch Minister half-an-hour before the declaration of war and the Dutch Minister, therefore, contends that he is not at liberty to hand them over to the Chinese. This, however, does not explain the delay in handing over the men of the Austrian Guard.

Another matter and a more serious one, is the refusal of the Dutch to permit the authorized representatives of the Chinese Government to take charge of the properties of

the Deutsche-Asiatische Bank. The Chinese authorities are placed at a disadvantage in this matter, being unable to enforce their rights because the bank premises are within the Legation Quarter.

The situation in the South has much improved since the declaration of war against Austria and Germany. The Central Government has received telegrams from General Tang Chi-yao, the Tschun of Yunnan, General Liu Hsien-shih, the Tschun of Kweichow and General Lo Peikin, the Commander of the Yunnan and Kweichow troops in Szechuen, endorsing the declaration of war.

It is learned also, from private sources, that the leaders in South-West China are satisfied with the recent mandate denouncing General Liu Tsun-hao for the murder of General Tai Kan and pay it high tribute for authorising the payment of compensation to his relatives. General Lu Hsien-shih has promised to withdraw his troops from Szechuen.

Messages from Kwangtung also indicate that General Lu Yung-ting is strongly opposed to the activities of the Kuomintang extremists and especially to the proposed invasion of Hunan, which is also viewed with disfavor by General Chen Ping-chung. It is believed that the latter has sufficient troops at his disposal to maintain complete order.

Wilson Gives Warm Welcome To Japanese

Mission Greatly Gratified At
Cordiality Everywhere In
United States

(Reuter's Agency War Service)

Washington, August 23.—President Wilson today welcomed the Japanese mission in warm terms. The mission has been greatly gratified by the cordiality shown in all the cities through which it has passed.

DYSENTERY EPIDEMIC RAVAGES S. GERMANY

Caused By Insufficient Nourish-
ment; Swiss Take Precau-
tions At Frontier

(Reuter's Agency War Service)

London, August 24.—Telegrams report that an epidemic of dysentery, caused by insufficient nourishment, is ravaging South Germany. The Swiss Government, alarmed, is taking precautions against the disease at the frontier.

TANKS' COMMANDER

(Reuter's Agency War Service)

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LONDON STARTS FUND FOR SALONICA VICTIMS

Entire Business Quarter And
Sea Front Destroyed; Burn-
ing City Bombed

(Reuter's Agency War Service)

London, August 24.—The Lord Mayor has inaugurated a Mansion House Fund for the relief of the sufferers at Salonica. Messrs. Rothschild and Sons have given a donation of £1,000.

Salonica, August 22.—The fire here was a most awe-inspiring spectacle, an avenue of flame for a mile wide devouring everything in its course. The entire business quarter and the whole sea front were destroyed, causing an enormous loss. The property insured is estimated to total between £2,000,000 and £3,000,000 sterling.

The Allied military authorities gave the utmost assistance to put out the conflagration, though the scarcity of water was a tremendous drawback. Each Allied army is maintaining some of the destitute, the British alone tending 30,000.

While the fire was burning, three enemy aeroplanes dropped bombs on the town.

R.A.M.C. INQUIRY

(Reuter's Agency War Service)

London, August 24.—A committee of famous doctors, with Sir Francis Howard as president, is proceeding to France to inquire into the personnel and administration of the Royal Army Medical Corps.

LAST YEAR OF WAR BEGINNING, THINKS DR. von KUEHLMANN

Kaiser's Foreign Secretary
Urges Conciliation; 'Justice And Force'

CRISIS AT BERLIN

Michaelis Riles Deputies;
Won't Be Pacified; Tage-
blatt Attacks Kaiser

'SAME AS WILSON'

Says Pope, Asked What He
Means By 'True Free-
dom Of Seas'

(Reuter's Agency War Service)

Copenhagen, August 23.—In the Reichstag, yesterday, Dr. von Kuehlmann, the new German Secretary for Foreign Affairs, in an illuminating speech, deprecated a policy based on force alone and advocated a policy based on justice as well as force. He emphasized the importance of studying public opinion in the enemy countries, so that an offer of peace should not be made at the wrong time or a sharp word uttered when a conciliatory spirit was appearing. He affirmed that the last year of the war was probably beginning.

Pope Doesn't Understand

London, August 24.—Father Bernard Vaughan, speaking at York, yesterday, said that the Pope did not fully realise the nature of the Allies' cause. "We could not make a peace which would be an armed neutrality until the foe is again ready. The fate of Poland, Armenia, Serbia, Belgium and parts of France would be the fate of our island home if the foe got the opportunity and, therefore, we can not sheathe the sword till the flag emblazoned with Kultur and frightfulness has been hauled down."

The Secretary of the National Federation of Discharged Soldiers and Sailors has telegraphed to the King and Mr. Lloyd George, saying that 250,000 men who fought at Mons, the Marne, the Aisne, Ypres and Jutland protest against discussing peace at Stockholm or elsewhere, saying: "Are all our sacrifices to be in vain? Remember we once helped to save Europe!"

Crisis in Germany

Germany has suddenly been plunged into another political crisis as the result of the resentment of the Reichstag Committee at the manner in which it was located (?) by the German Chancellor, Dr. Michaelis, who, as it transpires, when addressing the meeting of the Committee, on Wednesday morning, astonished his hearers by declaring that he never accepted the peace resolution passed by the Reichstag on July 19. The committee adjourned for lunch amid great excitement.

On the resumption of the sitting, Dr. Michaelis sought to soothe the offended Deputies by partially withdrawing his remarks, but without avail. Dr. Michaelis' "political tight-rope" pleased nobody. He was subjected to very violent attacks and generally accused of trifling with the Reichstag.

The Tageblatt, the organ of powerful financial interests, hopes that the Reichstag will know how to deal with Dr. Michaelis and demands that the Reichstag shall control all appointments, in order to avoid a recurrence of the crisis. This is a thinly veiled attack on the Emperor himself, who alone can appoint Ministers.

Chancellor Disappointed

Amsterdam, August 23.—A large section of the Berlin papers is keenly disappointed at the speech made by the German Chancellor in the Reichstag on the 21st.

The Radical Allgemeine Zeitung proclaims the necessity for the Chancellor's overthrow, saying: "Only a man with a definite plan can conclude peace at the present time."

The Liberal Vossische Zeitung agrees with this point of view. The Lokalanzeiger says that the session leaves a painful impression.

The majority of the Reichstag seems anxious to retain its peace resolution as a sort of creed which must be subscribed to word for word by the Government.

The Labor newspaper Moron Zeitung says that the first act of Dr. Michaelis in the main committee of the Reichstag has been a failure.

The Socialist Vorwaerts blames the Pan-Germans for not permitting the conflict to be temporarily solved by a change in the Chancellorship. "They will not hesitate in plunging the Empire amidst this most terrible war into anarchy."

Vatican Follows Wilson

Rome, August 23.—The Allied Ministers accredited to the Vatican having inquired the real meaning of the expression in the Papal Note: "True freedom and common enjoyment of the seas," have been informed that it meant the same as enunciated in President Wilson's message.

Japan Discusses Note

Tokio, August 24.—In spite of the summer vacation, the High Diplomatic Commission met today, evidently to consider the attitude of Japan with regard to the Pope's peace proposal. Nothing has been given out regarding the decision, but indications point to the rejection of the proposal.

Influential persons generally are of opinion that any peace proposal must emanate from the Entente Allies, not from the Germans.

Sorms Trial Put Over For Special Hearing

Dr. Fischer Not Allowed To Appear As Counsel For Accused German Customs Man

Another remand was taken yesterday in the case of A. W. Sorms, a German Customs officer charged with embezzling the sum of \$1,795.20. The case was called in the Mixed Court but Dr. Fischer, who appeared as counsel for the accused, was informed that because of his Austrian nationality he could not appear. The case was then adjourned for a special hearing.

Application was made for bail but this was refused on the objection of Mr. R. F. C. Master, who appeared to prosecute on behalf of the Chinese Customs.

Two charges in addition to the one of embezzlement were made against the accused yesterday. The first is making false entries in the Customs books and the second making false memos respecting goods on which it was the defendant's duty to collect duties for the Chinese Customs.

SLADE IS ADMIRAL

(Reuter's Agency War Service)
London, August 23.—Vice-Admiral Sir Edmond Slade has been promoted Admiral.

DENMARK TO EXPEL ALL GERMAN AGENTS

Men Held For Giving Information To U-Boats Will Be Sent Away

Copenhagen, July 27.—A local newspaper says that the men recently arrested here for espionage, their leader being Walter Westedt, alias Wilhelm, who used his ostensible position as correspondent of the Hamburg Fremdenblatt to report ship movements to German submarines, probably will be expelled from Denmark. Such procedure has been frequently employed in similar cases.

Among those who probably will be released is a German-American sailor, Alexander Walter Kirchheim, who when arrested had a passport made out in the name of Stuart, issued in New York. Kirchheim was arrested when calling at Westedt's office to report to Westedt's superior a German naval officer he expected to find there. Kirchheim came here from Holland by way of Germany, visiting Heligoland on the voyage. He is considered to be highly intelligent and says he was naturalized in San Francisco in 1914.

JAPANESE IN TSINGTAO

Tokio, August 25.—On August 29 a Cabinet meeting will be held to consider the revision of the administrative system of Tsingtao. The proposed changes are said to be as follows:

The present Commander-in-Chief of the Japanese army in garrison in Tsingtao will be re-named the Governor General of the occupied territory of Tsingtao and a Civil Governor to attend solely to administration will also be appointed to be under the direct supervision of the Minister of the Army.

It is reported that Dr. Masanosuke Akiyama, a Councillor of the Government General of Chosen, will be appointed the Civil Governor of Tsingtao.

JAPAN'S TRADE WITH CHINA

Tokio, August 25.—According to a report of the Department of Finance the trade of Japan with China of the second ten days of August shows:

Excess of Exports ... Yen 4,028,000
Imports ... 2,573,000
Excess of Exports .. Yen 4,028,000

Bishop Brent Urges All Join Either Food Or Mercy Army

Philippine Episcopal Divine Tells Of Need For Help He Found In France, Buffer State Between U.S. And Germany

Before a vast throng which filled the cathedral of St. Mary and St. John, Bishop Charles H. Brent, head of the Philippine Islands, made a stirring address, urging active and efficient co-operation with the Allied nations to bring the war against Germany to a successful conclusion, states the Manila Times.

Following the processional and prayers, the Battle Hymn of the Republic and America were sung, after which the Bishop mounted the pulpit to deliver his first address in Manila after an absence of over a year. His remarks were characterized by an earnestness and depth of feeling which made a tremendous impression upon his audience.

"You do not need to be told," he began, "that we are living in the midst of great events, but perhaps you need to be impressed with your part in these great events. It rests with you to add to your part or detract from it."

"While I was absent I was engaged in many activities that may at first appear as foreign to the affairs of the Philippines and the work to which I am pledged, but it was all vitally connected with the welfare of the islands, as well as of the entire population of the globe."

After thanking the people of the islands for the cordial reception accorded him upon his return, he then continued:

"In coming back to the Philippine Islands I am not giving up the work which the world demands. If I had felt so, I would not have returned."

"Everyone of us has his obligation to society in this time of crisis. Perhaps it may not be on the battle front; perhaps duty demands that we forego the more spectacular and exciting role, but, in whatever walk of life, now is the time that each

of us must stand unflinchingly at his post. This war has proved in a way that human life all over the world is a unit, and the part that men play in this portion of the world has its effects on the most distinct and distant parts of society.

"This war has proved that a crisis so great can arise that no group of people can stand aloof and take no part in it. America tried, and I believe she honestly tried to be neutral, but a vast number of her citizens could not consciously remain neutral. God knows I loathe and hate war, but America's entry into this war, inspired by her ideals, shows far less of evil than if she had remained in that noxious neutrality that threatened to destroy her soul."

"All of you people are intimately related with what goes on on the battle line. When in England, shortly before being called to France, I paid a visit to one of the big government munition plants, where thousands of laborers were engaged in turning out munitions for small arms. There were some 3,000 girls employed at this plant in the inspection of the cartridges manufactured, and I noted with interest that each cartridge passed through six different hands, each person looking for some particular defect. I then realized just what a big part these girls were playing in the lives of the soldiers of the army on the battle line, and how their care was perhaps saving the lives of these fighters. I was asked to address the workers, and I pictured to them their responsibility and the part they were actually playing in the war, as I conceived it. They saw it, and their voices were raised in a cheer, and they sent a message by me to the men in the trenches of France—a message of 'Love and Loyalty.'"

"What are the relations between

every individual citizen and those who battle with sword and rifle? In modern warfare there are actually three armies. In olden times the whole contest was decided between the professional soldiers on either side, but now each citizen must play his part, and 'he who is not with us is against us.'"

"We must each of us assume a place in one of these three armies, or perhaps it would be better to say in one of these three sections of the army. First, there are those who are doing the fighting. Second, there is the army of the commissariat—those who provide the food; and Third, there is the organized army of mercy, represented by the Red Cross. So I say to you, fellow citizens of Manila, that you cannot remain passive. If you find that you cannot get on the fighting front, you can each enlist in one of the two departments of the army behind the line."

"I will only touch upon the food question tonight; at some other time I hope to be able to discuss it more fully with you. One of the foremost experts of the world on the food question has been put in charge of food control work in our country. I mean Herbert C. Hoover, and he has said, and said repeatedly, that unless America plays her part in this food question, there is still a grave danger that the allies will not win the war. France, England and heroic Belgium during this next year are going to be dependent in large measure upon what the United States can do in the way of supplying them with breadstuffs and with food generally, and if our own consumption of breadstuffs, say experts, is not reduced by 33 1-3 per cent there will be not only a food shortage but even a threat of starvation in certain quarters. We cannot sit idle, and if no organized steps have as yet been taken in this city, I hope there will be soon."

"Then there is the mercy army, represented by the Red Cross, and I am glad to hear upon my arrival here that much has been done locally toward the organization of Red Cross work. One question that has been asked me since my return is whether there is any real need for bandages. When I was associated with Red Cross work on the council

of defense, a cablegram was received telling of the terrible dearth of bandages at a certain point along the front, and stating that so dire had the need become that it was found necessary to use newspapers as bandages. There is no lack of work for those in Manila who care to co-operate."

"There is France. Before going to France I thought that I knew the spirit of the French people, but there I learned such lessons of patriotism, heroism and patient perseverance that I realized when I left her shores that I came to know her spirit better in time of test than in time of prosperity and peace."

"Since the beginning of the war, France has realized that she was fighting for her country and for the ideals of America too. France has bled herself white for us."

"I went to Verdun. In one of the found I saw upon the wall, the motto: 'The Germans fight to oppress; the French fight to set men free; upon the fate of France, hangs the fate of the world.' France has held this ideal from the first."

"Just prior to returning from the shores of France, I asked a high department official what message I should take to the people of the United States and he replied, 'The people of France want the moral support of your great nation. France needs America's resources and her money, but most important is your recognition of our great ideal. When it came to the question of sending American troops to the battle front in France the same question of sentiment arose. There were a few among them, officers of the army and navy, who maintained that as a question of strategic policy, the United States should send no force until it was possible to place a large and fully equipped army in the field. But the French people as a whole, wanted the flag and as many men as we could send with it. They wanted the flag of the two greatest democracies of the world

to float side by side on the battle line."

"France has now reached the height of her man power and from now on, the killed represent a loss of capital. The only way in which we can repay France for her service for us is in American man power and only this transfusion of blood will save her. Already tuberculosis is sweeping through her people, and it is estimated that 400,000 soldiers are in the incipient or advanced stages of this loathsome disease. It is also estimated that one-tenth of the entire French nation is now infected with tuberculosis. Now you can realize the necessity of sending our foodstuffs and our Red Cross to the French people."

"In reality, since the war commenced, France has been but a buffer state between Germany and the United States of America. We must feel that we owe a heavy debt to France and we can not pay it until we have demonstrated to her that she has not shed in vain the blood of her soldiers on that 400-mile battle line."

"I should also speak of what England has done for America. For three solid years she has been fighting her battles as well as our own. The British fleet, in the fogs of the North Sea, has been doing what no other fleet in the world has ever been able to do, for she protected the liberties of the world on the high seas."

"There may be some of you who will think of certain acts of Great Britain which you consider unjust, but I would call your attention to the fact that there are two kinds of injustice. One is the injustice of the criminal and robber and the other is that of a policeman, who in his desire to capture the law breaker, accidentally tramples upon things in his path."

"On April 30, of this year, in London, I witnessed an inspiring sight, one never before witnessed in all history. Side by side on Victoria Tower, Parliament House, on twin halcyons the Union Jack and

Old Glory. That marked the beginning of a new relationship between the United States and Great Britain. But that unity which it signified must be perpetuated by a larger mutual understanding between Englishmen and Americans if the world of the future is to be what we are fighting and praying for."

In conclusion, Bishop Brent emphasized the increased religious spirit manifested in England and France, and particularly among the soldiers as a result of the war. He described a confirmation ceremony at which he officiated just outside the walls of Arras, when some seventy British 'Tommy's' professed their faith just prior to the launching of the spring offensive in which many of them, he stated, "went over the top" not only into the presence of the enemy, but into the immediate presence of their Maker. The building in which the ceremony was held shook with the shocks of the battle, but heedless of bursting shells the impressive religious ceremony was carried out to the end.

"Let us pray God for a righteous peace," said the bishop, in termination, "for a righteous peace is the only peace we want."

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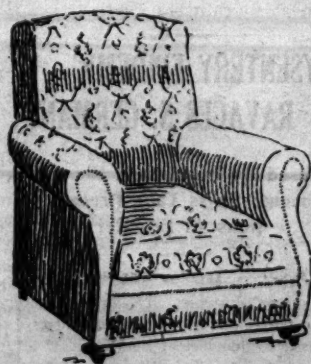
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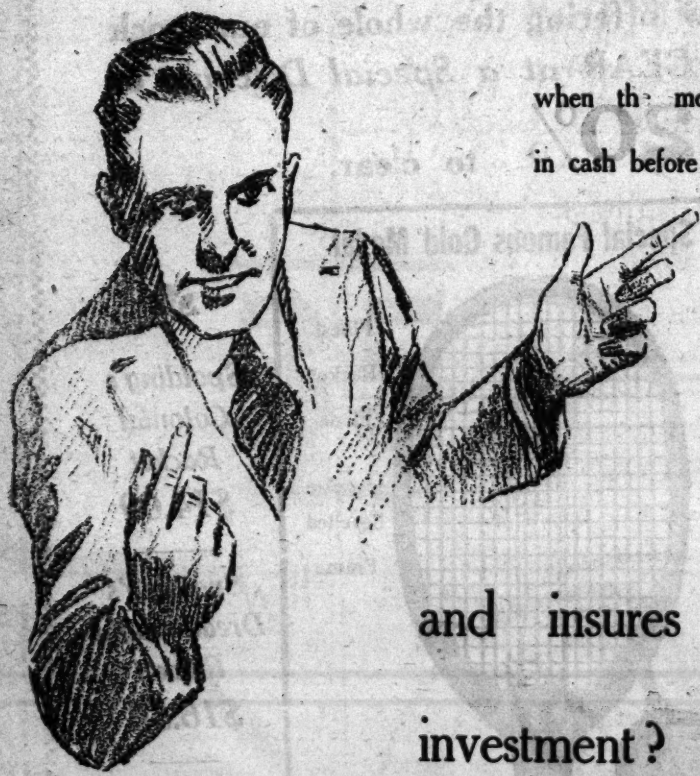


LAND

will advance in value as soon as the war is over. Why not invest in a lot NOW, and take advantage of present prices?

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Definition Of Modern Military Terms

It Is Not Proper To Call Weison Now In Use 'Revolver,' Because 'Pistol' Is Correct

The following is an explanation of army terms:

A corps is two or more divisions, commanded by a major general.

A division is composed of two or more brigades, also commanded by a major general.

A brigade, commanded by a brigadier general, is composed of two or more regiments and independent companies or battalions.

A regiment of infantry consists of 12 line companies and three additional companies. It is commanded by a colonel, with the following additional officers: One lieutenant colonel, three majors, 15 captains as company commanders, three of them also being members of the colonel's staff as adjutant, quartermaster and commissary; two lieutenants to each company, one lieutenant acting on each of three majors' staff.

A battalion is made up of four companies and is commanded by a major.

A company of infantry consists of about 150 men, divided into two platoons; platoons are divided into squads. A platoon is commanded by a lieutenant—a commissioned officer; two or more squads are commanded by a sergeant; a squad is commanded by a corporal and comprises seven men besides the corporal.

A company of cavalry is called a troop and a battalion of cavalry is called a squadron.

A company of artillery is called a battery. It is divided into sections and there may be different numbers of guns, according to the kind of artillery.

Three batteries of artillery make a battalion.

The word "company," "troop" or "battery" should not be used before the letter, as "company B." It would be the same as to say "street Jackson." The letter comes first, just as the numeral comes before the word regiment: "Second regiment;" not "regiment Second."

Troops are either "federals" (regular) or national guard. Every male citizen of the United States between the ages of 18 and 45 is a member of the militia. Never use the word when referring to organized bodies of troops.

There are no such things as "militia officials" or "army officials" in military parlance. They are national guard and army officers.

A skirmish, engagement, brush fight or encounter is not a battle.

A battle is an engagement for the possession of a certain point and is general in its character. Large bodies of troops are engaged—more than a brigade. Otherwise the fight is an engagement, a skirmish or an encounter.

Never say "Capt. Jones and his soldiers of Company A." Say "A Company, commanded by Capt. Jones," did so and so.

Any irregular body of troops less than a company, or troops, is called a detachment, unless it is a platoon or squad or a section of artillery. Never say "Lieut. Jones and a number of men" from such and such an organization. Say "a detachment from A Company, commanded by Lieut. Jones."

Ammunition is spoken of in terms of rounds. "Fifty rounds" means 50 cartridges—50 shots.

Never say muskets. There are not any. Artillerymen carry pistols and not revolvers.

Troops generally move in columns. (The usual column is four men abreast—two ranks comprising a squad, with the corporal as the man on the left in the rear rank.) They go into the firing line in "extended order"—sometimes referred to as a skirmish line. Troops are sent into battle or engagement as the firing line, the support and the reserve. The tactical unit in line of battle or engagement is the battalion.

A picket consists of several men—generally a squad. One of a picket is a sentinel or sentry. In front and on the flanks of all troops in camp are outposts—pickets. All troops doing guard duty, picket duty, outpost duty, etc., are commanded by "the officers of the day," so designated for a period of 24 hours, as are the troops on guard duty.

Troops carry "ponchos"—rubber blankets. Not rain coats or rain capes. Mounted troops and drivers are equipped with "silkens."

A bayonet is kept in a scabbard.

A rifle or carbine is loaded with a clip.

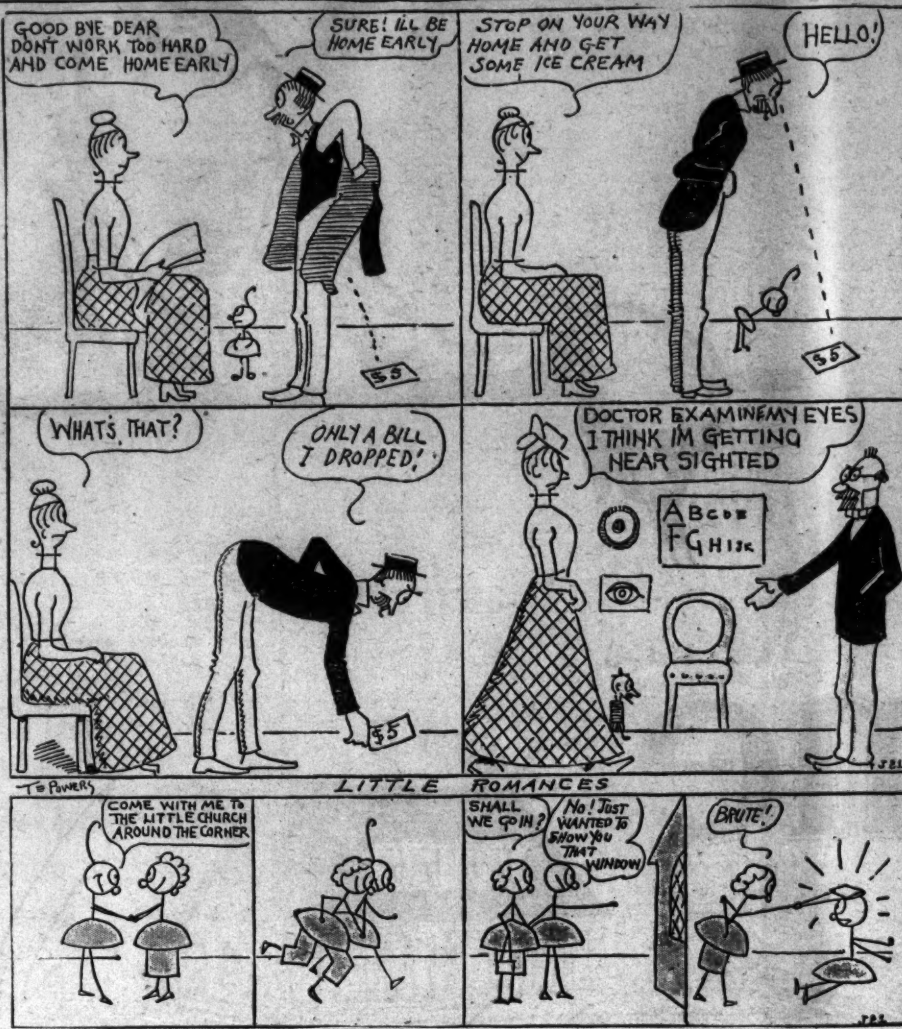
Fatigue duty refers to work to be done about a camp.

A camp is "policed" when it is cleaned up—rid of rubbish and the like.

A cavalryman is called a trooper.

A recruit is not a "rookie," unless

Joys and Gloom By Tom Powers



you want to use slang. The phrase "new recruit" is redundant.

Troops are "mustered" into the service and out. Also they are "mustered" each month for the benefit of the paymaster—that he may know whether dead men are drawing pay.

The insignia of United States officers designating rank are as follows:

Second lieutenant—Brown braid on cuffs—gold-black hat, braided U. S. on collar; leather leggings.

First lieutenant—One bar on shoulder—other insignia corresponding to second lieutenant.

Captain—Two bars on shoulder.

Major—Gold leaf on shoulder.

Lieutenant-colonel—Silver leaf on shoulder.

Colonel—Silver eagle on shoulder.

Brigadier general—One silver star on shoulder.

Major general—Two silver stars on shoulder.

Lieutenant general—Three silver stars on shoulder.

Full general—Four silver stars on shoulder.

All grades wear brown braid on cuffs, gold-black cord on hats, leather leggings and U. S. on collar.

The insignia worn by the various branches of the service are as follows:

Infantry—Two crossed rifles.

Cavalry—Two crossed sabers.

Artillery—Two crossed cannons.

Medical—Mercury wand with entwined snakes.

The designating colors for each branch are: Infantry, blue; cavalry, yellow; artillery, red; medical corps, maroon.

U.S. IS PREPARED TO TAKE ALL FOOD

Mr. Hoover Announces America May Control Harvest, As Is Done In France

Washington, August 13.—Mr. Herbert Hoover, in announcing that France controls flour and wheat for bread, asserts that the American Government is prepared to take over the entire harvest if it is found necessary to conserve the supply and reduce the cost to the general public and the Allies.

The administration purposes largely to increase the exportation of flour instead of wheat, thereby preventing the curtailing of the employment of flour mills. For the purpose of eliminating speculation, the elevators in the mills will be licensed and no storage of wheat beyond 30 days will be permitted without the approval of the administration. The grain exchanges will be asked to suspend dealing in futures.

A commission will be appointed to determine fair prices. Hoarders are warned to liquidate the contracts immediately or else be prosecuted.

Japan Red Cross Entertains Mission

Party To Rumania Inspected Tokio Hospital—Luncheon At Headquarters

Tokio, August 17.—For the second time within a month the Red Cross Society of Japan has entertained a Red Cross Mission from America. The first mission was on its way to Russia and the present one is bound for Rumania, but the activities of both missions and of both societies, the Japanese and the American, have been shown to be parallel. The Red Cross Mission now in Tokio was entertained by the Red Cross Society of Japan yesterday.

Members of the American party inspected the Tokio Red Cross hospital and then were entertained at luncheon at the headquarters of the Japanese society.

Lieut.-Col. Henry W. Anderson, chairman of the American commission, and Baron Ishiguro, president of the Japan society, spoke at the luncheon.



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IN POLITICS MORRIS, NEW ENVOY TO TOKIO, KNOWN AS IDEALIST

U. S. Ambassador To Japan
Long A Leader In Fight For
Good Government

Philadelphia, July 18.—If Roland S. Morris, who has been selected by President Wilson to succeed George W. Guthrie as Ambassador to Japan, can be of as much service to the United States in that post as he has been to the cause of clean politics, regardless of party, in Pennsylvania, there will be no cause to regret his appointment. Recognized for the last ten years as a real leader in the Democratic party of this city and State, he is honored by Republicans and Democrats alike as a man who will not stoop to the familiar political tricks of both parties in the Keystone State.

Like his friend and associate the Democratic National Committeeman, Vance C. McCormick, Mr. Morris is known as an "idealist" in politics. These two, with the late Ambassador Guthrie, started nearly a dozen years ago to reorganize the Democratic party in Pennsylvania, succeeding after a long and bitter fight in which it was proved, time and again that neither man was a "practical politician." In more recent years the compliment in this charge has been generally recognized. Its chief basis as applied to Mr. Morris was that he occupied the novel position in this State of being a leader without hankering for public office.

As for his fitness for the trying and important post for which he has been selected, it may be said that for years Mr. Morris has been a close student of Japanese affairs. Since his admission to the bar in this State in 1893 he has become known as an authority on international law. A fighter when necessary, he has proved time and again that he is able to keep his head in difficult situations. He is an orator of considerable distinction who has learned to get to the root of a problem without waste of words.

PRESS ALLOWED AT FRONT

Many Applications For 15 Assignments With U. S. Troops
Paris, July 11.—The knowledge that the United States Government had decided to allow fourteen or fifteen newspapermen to the permanent headquarters behind the French front has led to a veritable flood of applications from would-be correspondents to be allowed to go

with the troops. It was said at the press department of headquarters today that fully 100 such requests had been received, including one for an actress, who pleaded to be allowed to sing to the soldiers.

A majority of these applications have come from persons without genuine newspaper connections and who have no intention or desire to do serious correspondence, even did they receive permission to accompany the troops, for in most of the cases they have been actuated solely by novelty or the notoriety to be acquired by the experience.

The first three correspondents accredited will leave Friday morning and will be followed in ten to fourteen days by the others, when arrangements will have been completed for housing the men and for extending facilities for observing the troops in training. The group includes several men who have acted as correspondents during the present war.

PENNOYER'S BETROTHAL SURPRISED LONDONERS

Embassy Secretary's Bride-Elect
Belongs To An Extremely Exclusive English Family

London, July 4.—The betrothal of Richard Edmunds Pennoyer, Second Secretary of the American Embassy, and the widowed Viscountess Ingestre, seems to have come as a complete surprise. Formal announcement was reserved for Independence Day out of compliment to the bridegroom-elect.

Viscountess Ingestre (Pronounced Inghestry), a sister of the Marquis of Anglesey, belongs to the extremely exclusive Paget family, who are credited with holding the human race is divided into "men, women and Pagets."

Her husband, the only son of the Earl of Shrewsbury, was killed Jan. 8, 1915, in the war. He left a son, now Viscount Ingestre, born Dec. 1, 1914, who, if he survives his grandfather, will become the Earl of Shrewsbury, the premier Earl in the peerages of both England and Ireland.

Viscountess Ingestre is tall, thin, pale, handsome and distinguished. She has three daughters older than the baby Viscount, born respectively in 1907, 1910 and 1911.

The Talbot (Shrewsbury) family is not rich. The wedding will take place shortly and will be very quiet.

Viscountess Ingestre will retain her courtesy title after marriage. Whitaker's Peerage, in recording the marriage of Viscount Ingestre in 1904 with Winifred Constance Heester Paget, makes this note: "Styled conventionally Viscountess Ingestre but officially Lady Winifred Ingestre."

WANTED! 1,000 MEN! SECRET WAR WORK

Must Be Imprisoned Ten Months
To Make New United States
Implement Of War

Pittsburgh, August 1.—The Westinghouse interests here are seeking 1,000 men who are willing to sign an agreement to enter a new plant to be built for the manufacture of war munitions by a secret process and remain imprisoned for ten months, all communication with the outside world to be shut off.

Men who have been approached were told that the plant will manufacture a powerful implement of war and the secret must be guarded until the Government sees fit to make the details public. Only those workmen and officials who will be engaged in the production of the new weapon will know its character and the details of manufacture.

Recreation and entertainment of every possible sort will be furnished the isolated employees. Pay double that they now get is guaranteed, and bonuses will be paid for high production. Only picked men whose Americanism is unquestioned and whose skill in their respective vocations is of the highest will be employed.

Officials of the Westinghouse interests today refused to talk. An artisan of high standing, who approached by the Westinghouse agents, said he had received an intimation that the new plant would turn out, in large quantities, one of the late inventions of Thomas A. Edison.

New York, August 2.—William Maxwell, General Manager of Thomas A. Edison, Inc., said at the convention of Edison Phonograph Dealers at the Waldorf-Astoria last night:

"There is a man, an old man, over in Jersey who is working hard for Uncle Sam. At the moment he is the most important man in the country next to President Wilson. I believe he may soon become the most important figure in the Nation. That is all I can say now."

17,000 NOT TO GET ARMY COMMISSIONS

Washington, August 1.—Seventeen thousand of the Americans now in training camps throughout the states are not to receive commissions. They will be offered an opportunity to enter the non-commissioned ranks and gain promotion in that manner.
After August 15, all promotions will be from the ranks.

TO MAKE NITRATE FROM AIR AT ONCE

Government Will Begin Building \$4,000,000 Plants, Not Using Water Power

Washington, July 16.—Plants to produce nitrate from the air are to be constructed immediately, Secretary Baker announced today, at a cost of \$4,000,000.

When this project was proposed it was derided as visionary, and even those who conceded its practicability said years would be required to construct the plants. But officials explained today that the production was to begin as soon as possible for urgent war purposes.

Water power will not be used.

That method, it is stated, has not been permanently abandoned, but for immediate needs a more expensive process will be employed. Mr. Baker's statement in part follows:

"By direction of the President, certain plants will be immediately constructed for the production of nitrate from atmospheric nitrogen. The plants to be constructed do not involve the use of water power, but use a process which is a modification of processes previously known, and the total expenditure involved in these projects is about \$4,000,000. "Nothing further can be said at this time about the process or the location of the works which are to be constructed. Of the total amount appropriated by Congress, namely \$20,000,000, substantially \$16,000,000 remains undesignated as to its expenditure by the President."

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IN FOUR PARTS

A STORY BASED ON EUGENICS

It is necessary to have a clean mind as well as body to qualify. It is the unfolding of the Book of Life, to be studied by every man or woman.

The great film will be shown at the

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SILBERMAN'S DRAPERY & OUTFITTING STORES

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SHANGHAI

"WHY AM I ILL?"

AND
WHAT IS
THE
CAUSE?



HOW TO TELL.—Does every cold affect your back, and cause a feeling of chilliness, followed by disturbance of the kidney action? Does the use of spirits or tea or beer excite the kidneys? Are you easily worried and annoyed over trifles? Are the feet and hands cold? Circulation bad? Do the feet and legs swell? Is there a puffiness under the eyes? Do you have rheumatism, poor eyesight, headaches and backaches? Is there gravel, or any unnatural action of the kidneys?

If you have any of the above symptoms, your kidneys are either weak or diseased, and these symptoms are warning of more serious trouble to follow—Bright's Disease or Diabetes.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in Doan's Backache Kidney Pills, and see how well and fit you feel, after even a few doses. Their effect is marvellous and lasting.

Doan's Backache Kidney Pills are a never-failing cure for all forms of kidney trouble. They instantly relieve the congested, overworked kidneys, and gradually bring them back to health. Their whole action is on the kidneys and bladder—not on the bowels—and by doing one thing only they do that one thing well.

DOAN'S BACKACHE KIDNEY PILLS

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GERMANS CONFISCATE GOLD AND DIAMONDS

Appeals For Voluntary Surrender By The Holders Prove Insufficient

The Hague, July 27.—According to reports from the Dutch frontier, all gold and diamonds in private possession will be confiscated by the authorities in Westphalia this week.

For months there have been increasing indications in the German papers of the immediate necessity for gold. Up to the present time the Government has considered urgent appeals in the press sufficient, but it is evident that fresh supplies of gold are now imperative in order to keep up the steadily diminishing reserve. The situation has become more serious owing to large gold exports to Holland.

Today's Weser Zeitung has an article beseeching the people to deliver up all their gold and diamonds to the State, arguing that a large gold reserve insures better credit both at home and abroad. The paper points out that it has been estimated that gold to the value of \$300,000,000 to 400,000,000 marks is being hoarded by persons hoping to profit by it later. "Gold is needed," says the paper, "for victorious ending of the war." It proceeds to point out the "glorious example" set by the Empress and other royal persons, arguing that it is a duty to sacrifice even family heirlooms for the Fatherland, and that by so doing the dead are honored.

News Brevities

The Misses Doris and Eileen Woods and Mrs. Harry Woods, who, it may be remembered, presented their novel cabaret entertainment at the Astor House Hotel some months ago, are passing through Shanghai, after an extended tour through the North and Japan, where they realised £165 for the Red Cross Funds.

Attention is directed to the revised and improved services of the Shanghai-Nanking and the Shanghai-Hangchow-Ningpo Railways time-tables, which will come into force on and after September 1. The new abridged time-tables appear in our advertisement columns.

Mr. H. W. Thwaites, of the Electricity Department, Shanghai Municipal Council, will leave soon for England to volunteer. He was Company Sergeant-Major in the Engineer Co., S.V.C., and was presented with a gold wrist watch by fellow members of that unit Thursday evening.

The Shinyi Maru, 334 ton steamer owned by the Mitsu Bishi company, went aground off Pootoo Point while coming up river with a load of coal Friday night. The vessel was partly unloaded yesterday and it was thought would be floated at flood tide.

Mr. W. D. Graham, of the Sun Insurance Office, who left here for America three months ago on account of ill health, has undergone a serious operation according to word received. It is stated that he is again on the road to recovery and hopes to return to Shanghai in the late autumn.

At the Twelfth Annual Swimming Gala to be held at the Rowing Club on September 7 and 8 a sweepstake will be run on the Blindfold Race, in aid of the Shanghai Wounded. The tickets are \$1 each and can be obtained from Messrs. D. M. Graham, F. S. Ward, W. J. Gande, and C. V. Jensen, Hon. Secretary, or from any member of the Rowing Club. Three prizes have been donated, and the entire proceeds of the sale of the tickets is being handed over to the committee in charge of the fund.

Mr. S. C. Johannes, of Marseilles, now stopping at the Astor House, is the first eye witness of the arrival of American troops in France to reach Shanghai. Mr. Johannes was in Paris on July 4, the day following the landing of the men and when they paraded through the city to Lafayette's tomb. Paris gave them a royal welcome, he reports, and on the day following they left for their training camps.

Two Chinese were sentenced to ten years in prison and two to twenty years, in the Mixed Court yesterday on conviction of being armed robbers.

Defence Commission Head Wants Chinese Troops To Be Sent to Front

(From the Chinese Press)

Preparation for the sending of Chinese delegates to an Allied Economic Conference at Paris and the sending of troops to the front are two measures advocated by Lu Chen-hsian, president of the National Defence Commission according to his statements made in an interview with a Chinese reporter. Mr. Lu asserts that as soon as the Allies make a formal request China should send troops. The sending of delegates to the Paris Convention will strengthen the national status of China.

The Foreign Ministers at Peking have wired to their respective home governments for advice on the request by Wang Ta-hsieh, the Foreign Minister, for permission to increase the import tariff by five per cent as well as for the postponement of the payment of the Boxer indemnity for five years.

A copy of the revised war edition of the government codes was received yesterday by the local Defence Commissioner from the Ministry of War. All official messages will be sent in the new code hereafter. It is learned that all provinces have been furnished with one except the South and West provinces, where independence has been declared.

Lai Chen-chun and Chang Chung-fang, the two Ministers under the restoration of Hsuan Tung, have been given several hearings and as their evidence implicates many notables of the Republic, it has been decided not to deal with them too drastically.

Death will be the punishment of two men convicted of complicity in plots to start an uprising in Chekiang. Tien Pih-chen, arrested with three Japanese, and Chao Li, taken with ten bombs in his possession at the Shanghai Hangchow Railway South Station, are the two men. The verdict of death was found by the court-martial held on the prisoners by General Lu Yung-hsian, the Defence Commissioner of Shanghai.

Admiral Sah Chen-ping, Inspector-General of Sea Forces, conferred with General Tuan Chi-jui Thursday. Tuan asked him to command the Haichu, Haiyung, Chaohu and Yin-jui and several gunboats and proceed immediately to Fukien waters. Sah left Peking the same day for Chefoo and will start for the south at once. Another report states that Admiral Liu Kwan-hsiun, Minister of Navy, will also personally cruise near Kwangtung and Fukien.

The Bank of China will soon sign an agreement with the Banque Industrielle de Chine for a loan of \$5,000,000 with \$15,000,000 worth of notes of the Bank of China as security. The term of the loan will be a year and payment will be half cash and half notes of the French Bank. The interest will be twelve per cent.

Admiral Li Ting-sing, of Shanghai, has been invited by General Tuan to go up to Peking for advice on the re-organisation of the Navy.

The resignation tendered by Chi

Yao-san, Civil Governor of Chekiang, has been withdrawn.

The British, Russian and Japanese Ministers at Peking do not favor the supervision of the Deutsche Asiatische Bank by a Frenchman. Mr. Lucas of the Bank of China will be appointed to the post.

Rumors are current in Peking that the Central Government will comply with the request of the former Minister of Agriculture and Commerce, Mr. Kuo Chung-hsiu, to restore the original Parliament and cancel the proposal of the convocation of the National Council.

Vicente D. de Martel, the first secretary of the French Legation, will be acting minister upon the departure of M. Conty.

The Associated Chambers of Commerce delegated five representatives to call on Tang Hua-lung, the Minister of Interior, requesting him to provide places in the National Council for representatives from the commercial community of China. Tang said that the merchants of the country may take whatever steps they consider appropriate for the election of their representatives.

General Chang Ching-yao, commander of the Seventh Division at Chenchow, has requested the remittance of Ts. 120,000 as expenses for the suppression of bandits in Shantung. The Ministry of War has been ordered to advance the same.

BRITISH BOTTLE UP GERMAN COAL TRADE

Smashing Of Collier Fleet Stops Enemy's Means Of Paying For Swedish Ore

London, July 18.—The capture of German ships in the North Sea is regarded by the Admiralty as having a more significant side than the mere destruction of a certain number of enemy merchantmen. It has put out of gear an important branch of the German supply arrangements.

Lately about thirty German ships have been employed in carrying coal from Holland to Sweden in payment for Swedish ore imported along the Baltic. This iron trade, about a million and a half tons last year, was most important to the Germans because the ore was needed for shells and guns. It was impossible for the Allies to interfere directly as the ore ships keep in Swedish and Danish territorial waters, and Russia is unwilling to attack them.

If the supply of German coal by the North Sea route is interrupted, it is believed that Germany must transport it by rail. This would very seriously increase the burden on the rail facilities already nearly worn out and taxed to the uttermost in carrying munitions and the Rumanian harvest. So the naval incident is held to be of considerable strategic importance.

Music For Tomorrow

The following program will, weather permitting, be played by the Band in the Public Garden, tomorrow, beginning at 5.30 p.m.:—
1. March, "The Oriental Patrol" Kaps
2. Overture, "La Dame Blanche" Boieldieu
3. Waltz, "Langage des Fleurs" Roberts
4. Selection, "The Mikado" Sullivan
5. Song, "Mona" Adams
6. Selection, "Dorothy" Cellier
A. de Kryger, Conductor-in-Charge.

Church Services

Holy Trinity Cathedral.—August 26.—Twelfth Sunday after Trinity. 8 a.m. Shortened Mattins and Holy Communion Preacher, Rev. A. J. S. Stearn, M.A. 11 a.m. Mattins and Litany. Hymns 4 and 271. 6 p.m. Evensong. Hymns 223 and 20. Preacher Rev. E. Thompson, B.D.

Union Church.—Sunday, August 26 11 a.m. Preacher Rev. S. Couling M.A.; Chant 109; Hymns 525, 111, 394, 314. 6 p.m. Preacher Rev. F. L. Hawks Pott B.D.; Chant 87; Hymns 515, 5, 520.

Shanghai Free Christian Church.—(corner of Range and Chapoo Roads). On Sunday next the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. W. H. Warren. Evening 6 p.m. by Rev. A. P. Parker B.D.

Christian Science Society of Shang-

hai, Masonic Hall. The Bund. Sunday Nanking Road, Room 71, daily 10.30 service, 11 a.m. Subject:—"Mind." to 12.30. St. John's Pro-Cathedral, Jessfield, Sunday school, 10 a.m. Wednesday Evening Prayer in English at six evening, 6 p.m. Reading Room, No. 21 o'clock.

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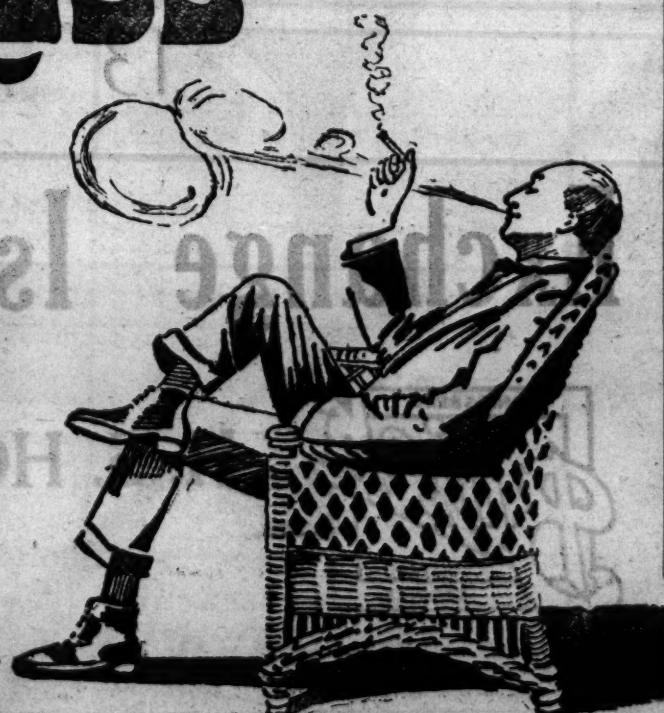
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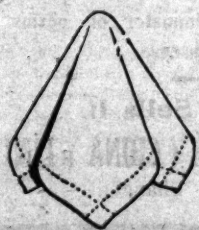


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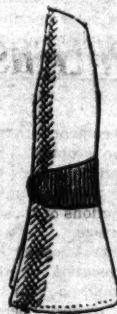
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Good reliable yarn; will
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Buy Now
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Hat, now only
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SOX**
A special value for
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Price.
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White Drill Hats
A neat folding, good
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A most dressy sock for
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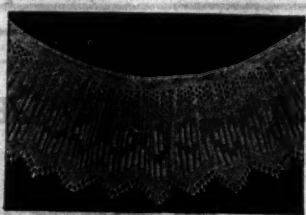
The Special Shirt
In smart plain cloth.
Colours Blue, Helio,
Green and Pink. Just
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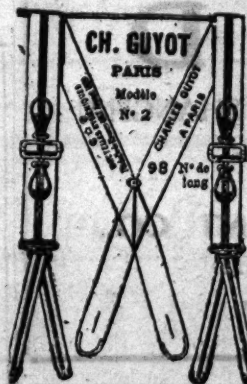
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Several Pretty Designs will be
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Lace Sleeve Frillings
A large lot, in pretty designs
2 yards for \$1.00



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Known all over the
East for their reliabil-
ity. Today
\$1.00 pair



Fancy Ties
An exceptional offer in
Fancy Wide Scarves.
Dozens to choose from.
Many too in the usual
way would be \$2.00,
\$2.50, all one price
\$1.00 each



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Handkerchief. Fine
White Lawn and
now
6 for \$1.00**



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All new and pretty designs will
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usually \$2.00, 2.50 will be sold
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Black Chiffon 2 yards for \$1.00
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Tartan, the Standard Quality
2 yards for \$1.00



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The Busy Store on
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COME IN MONDAY AND SEE THEM

U.S. BASE IN FRANCE IS LIKE CLOCKWORK

It Quickly Installs Arriving
Troops In Camp At
French Harbor

A Port of France, July 1.—Everything here is going like clockwork. Since the first transport landed its bronzed, virile, splendidly-optimistic bunches of the flower of America's manhood there has not been a hitch. The appearance of the port and the quaint old town has been completely transformed, and this prosperous but humdrum corner of France now seethes with life and action.

The camp is now well established. Large brown canvas tents, each accommodating from eight to ten men, have been pitched in row after row of nine tents each. In addition, there are wooden barracks originally erected by the French for winter quarters, and now occupied by American officers.

The work of unloading the transports, which are still arriving, continues day and night without cessation, and life here is one long hustle. Most of the vessels are anchored in the canal which provides an entrance to the harbor. Armed "pollux" guard all the approaches, a block away from the transports, and others are posted in front of the warehouses alongside the banks of anchorage. On the canal banks American regulars pace up and down throughout the night, keeping close guard.

Speed Dominates Everything

Every hotel in the place is packed. There are only about a score of houses in the town, and they are kept in constant use by the troops, bent on sight-seeing. Many of the men are hiring bicycles with which to explore the surrounding country. Speed dominates everything. The rumble of lorries and the "honk, honk" of automobiles rushing from the ships to camp are heard all the time. Big limousines alternate with Ford runabouts and motorcycles, and the never-ending stream of vehicles has churned the rain-soaked dust of the roads into seas of mud. Many of the supply convoys have been loaned by the French Government. They are driven by American chauffeurs and are piled high with lumber, cartridge boxes, equipment and food stores.

The whole town is befogged with the Stars and Stripes, the French tricolor and the other Allied flags. On all the public buildings "Old Glory" flies, some of the flags being twenty feet long and fifteen wide.

Thousands of people from the surrounding districts have arrived to see the ships, and there are constant crowds down at the canal watching the work of unloading, but barred from the immediate vicinity of the transports by French and American sentries. Street musicians with guitars amuse the crowd and the sailors as work goes on. The troops throw them all their loose American coins, which are eagerly picked up and changed at the local branch of the Banque de France. At every street corner children greet the men by singing "One penny, please"—the first words of English they have learned.

Don't Like The Weather

The soldiers and the men from the fleet enjoy walks along the esplanade, which looks like a miniature Riverside Drive. The weather has behaved badly since they arrived, and the men are not impressed by it. "Does it always rain in this country?" asked one. "It's worse than Seattle," on Thursday night it rained heavily, there were showers all day yesterday and today the sky is overcast and there are occasional sprinkles.

The marines have a new uniform, called the "forest green" of "Philadelphia issue." For invisibility it is a wonder, and at a distance of half a mile the men cannot be distinguished. Against green trees and shrubbery it is practically invisible. Apart from this, the marines are now only distinguished by copper balls on their Stetson hats.

Last night files of soldiers were seen carrying firewood along the roads to the camp. In the early morning some of the regulars march through the streets without packs to keep themselves in condition after their long voyage. Instead of the old circular lifebelt blanket, the regulars now carry their equipment in a short, stubby cylindrical roll, which starts at the neck and extends to the waist. French soldiers comment volubly on the neatness of this pack, which is certainly much better than the cumbersome affair formerly in use. Entrenching spades and tools fit neatly on the outside of the pack.

A large percentage of the regulars are noticeable for their soft southern accent, or Irish brogue; while red hair seems very common. The smartness of their appearance cannot be exaggerated. They are a tough, hardly lot and look fighters every inch of them. They wear their hats at a rakish angle and their shirt fronts open, and the natives here are much impressed by their easy swing and supple gait.

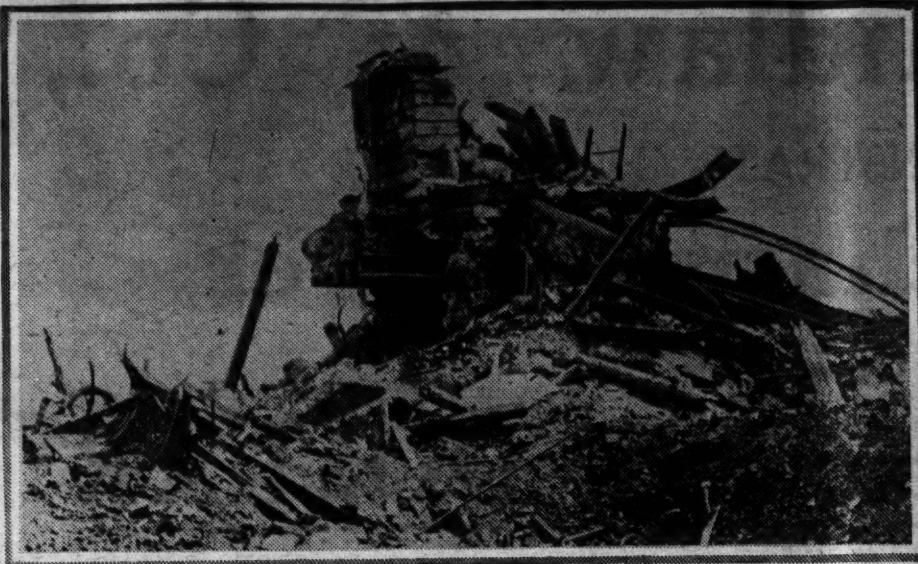
Clockwork Precision

At headquarters everything is working with mathematical precision. Clerks are busy at white pine board tables, typewriters are clicking busily and the whole place is a hive of activity. Many of the staff are bronzed from service on the Mexican border and speak with the hard commanding voice which stamps the old campaigner. The chief clerk in the Quartermaster's department is the busiest man in the town. He is an information bureau and officer in command all in one and is the butt of all inquiries.

Three camps are now established along the harbor front to the west of the town. They lie in picturesque rolling country with cottages dotted in between them, and are overlooked by two white light-houses.

French soldiers toil night and day at the camps erecting barracks.

A Battered German Stronghold at Messines Ridge



A British official photograph showing the remains of a one-time German stronghold at Messines Ridge after the British artillery got through with it.

SCOTLAND YARD AIDS U. S. SPY TRAILING

The British Secret Service Is
Closely Co-operating With
American

London, July 12.—The most effective method of combating the German espionage system in the United States is to be found in co-operation between the public generally and the police, according to opinions expressed to The Associated Press by high officials of Scotland Yard.

From the first days of the war English police and military agents who have had to do with the gathering in of German spies have received masses of information from citizens regarding suspicious persons, and through this co-operation have been enabled to apprehend many undesirable and dangerous persons who otherwise might have been at large.

Scotland Yard has had considerable trouble with neutrals in the employ of the German Government, and the English police feel that this menace is one which the United States will have to guard against.

Since the entry of the United States into the war English officials and officials of the United States Department of Justice have been closely co-operating along these and other related lines, and the American agents have received much information, not only in regard to persons but in regard to methods of catching those who are working for Berlin.

Scotland Yard has the greatest respect for the abilities and

efficiency of the American police, but feels that they would probably be able to accomplish much more if they had more power to act in emergencies. Moreover, it is realized that the task before the American spy catchers is even a more difficult one than the English had to perform. In the first place there are more Germans in the United States than there ever have been in England, and they have more room to work in and more avenues of communication.

The compact wireless apparatus, easily moved about and within containers that disguise its real nature, is to be especially guarded against, Scotland Yard feels. Considerable difficulty has been experienced here with the wireless, and the police now freely employ an instrument through the use of which these enemy instruments are detected.

Scotland Yard is intensely interested in the work that is being done in the United States to discover how the Germans found out when American destroyers were due in English waters and how they discovered the location of the ocean rendezvous of the transports bearing the first American contingent. Obviously, the English officials say, German spies are in a position to become familiar with the most secret of secrets in Washington, and they are anxious to render any assistance they can toward weeding them out.

Wholesale internment of Germans will not solve the problem. England has not interned all her German residents, but the police are absolutely sure of the connections of those allowed to remain at large.

There is a general feeling in London that the execution of the first spies caught would go far in the United States toward persuading others, Germans as well as neutrals, that such work is extremely hazardous and very likely to have disastrous results for those engaged in it.

ALL JAPAN WORKING TO RAISE STEEL BAN

Business Men Have Entisted Aid
Of Commercial Bodies, Consuls
And Ambassador

Tokio, August 17.—The war of Japanese business magnates against America's steel prohibition has been carried to Tokio, already a statement of their views on the problem having been presented not only to the Japanese Government but to the American Charge d'Affaires.

Sunday morning a league styled as the League for the Release of Steel

and Iron Materials was organized formally by the committee elected by shipbuilders, import merchants, and engineering firms at their meeting in Kobe last week following a conference behind closed doors at the office of Dr. T. Susumu, the representative of the Yokohama Iron Works.

The representatives of the Asano Dockyard, the Kawasaki Dockyard Company, the Mitsui Bussan Kaisha, the Yokohama Iron Works, the Uruga Dockyard Company, the Yokohama Dockyard Company, the Mitsubishi Dockyard and Engine Works, Suzuki and Company, and the Ishikawajima Shipbuilding Company, which are on the committee, met and discussed the practical means to attain the object in their view.

Their program decided upon consisted in presenting the facts of the case to the Japanese Government, the American Charge d'Affaires, the American Commercial Agent, and American Consuls here for their consideration, while at the same time asking the Chambers of Commerce throughout the country, the Japan-American Association, the Peace Society, the Shipbuilders' Association and other public institutions to co-operate in their efforts to eliminate the cause for their trouble between Japan and America.

The meeting was concluded at noon and Mr. Hano, of the Mitsubishi Dockyard and Engine Works called on the American Charge d'Affaires as the representative of the league just organized to present Japan's view on the steel problem. The nature of the conference was

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POLE REFUSED PASSPORT KILLS SELF AT KOBE

Had Applied To Russian Consulate Twice For Document To America

Kobe, August 16.—A Pole named August Strand, 45, committed suicide today. He applied twice to the Russian Consulate for a passport for America, but was refused. He threatened to take his life, but the threat was disregarded.

He then, taking a lemonade bottle from his pocket, added to it the contents of a small phial he carried with him, and took a draught. The police did not allow him to leave the consulate by himself, but on his way to the station he fell in the street. He was placed in a jinrikisha and taken to the Kobe police station where he died within an hour.

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SIAM IN THE WAR TO SECURE RIGHTS

King's Brother, Student At Harvard, Explains Attitude Of His Country

BACKS WILSON PRINCIPLE

Believes Small Nations Forged To Resist The Menace Of Teutonic Domination

National necessity and moral pressure forced Siam into the war on the side of the Entente, in the opinion of Mahidol, Prince of Songkla, brother of the reigning King Vajiravudh. The Prince, who passed through Japan last year on his way to America, is now a student in Harvard University. Neutrality on the part of this small but long independent nation in the Far East had become increasingly difficult, and there had been a growing sentiment that freedom and justice for States not strong from a military standpoint were not to be secured through the policy of the Central Powers. Sympathy for Belgium, which began with the invasion of that country, had taken strong hold on the Siamese, and the popular aversion to Teutonic methods, solidified by President Wilson's message asking Congress to declare a state of war, left no doubt as to the duty, as well as the path of expediency, of Siam.

The Prince of Songkla, who has just completed his first year in a special course at Harvard, expressed these views the other day, after explaining that they were purely personal and in no wise official. He had not received any word from Bangkok, and learned of the action of the Siamese Government through The Associated Press. The Siamese Minister, Phya Prabha Karavongse, who is spending the Summer at Gloucester, also was without official advice. The Prince and the Minister conferred during the day with Wolcott H. Plitkin, Jr., acting general adviser to the Siamese Government, who has been in the United States on leave of absence since February.

The part that Siam will play in the war will be insignificant so far as aid to her allies is concerned, in the opinion of the Prince. Germany, he said, had more to lose than the Allies would have had if Siam had not joined with the Teutonic empires, for Germany has lost her last important harbor of refuge in the Far East. While convinced that Siam had acted wisely, the Prince was not elated, because he has tender memories both of the German royal family and people.

Says Siam Was Forced Into War
"Let me say first of all," he said, "that I am very sorry we are at war with Germany. For eight years I studied in that wonderful country and was a Lieutenant in the German Navy. The gratitude I feel for many kindnesses shall never pass, and I should deeply regret if valued friendships which I formed should be broken by war. I hate war, and long for the day of universal peace."

"Unhappily, war for Siam, I am now satisfied, was inevitable. We must look to the future and to our security as an independent State. In

common with other small nations, we were threatened by the Teutonic policy. We have been neutral, but with great difficulty.

"The popular wave of sympathy for Belgium that swept over our country when Belgium was invaded was followed by a sober second thought. If Germany triumphed what might we expect? Then there was a continual source of irritation in the extraterritorial rights which Germany enjoyed in Siam. If a German, or an American, in fact, for the United States also enjoys these rights contrary to public sentiment, committed a crime in Siam he must be tried in the consular courts of his own country. On the other hand, both England and France voluntarily surrendered these rights, as we hope the United States now will do, and recognise us as a nation capable of dispensing justice as well to foreigners as to our own people.

"The way in which the Germans enforced these rights frequently gave offense. Germany became, in the popular mind, a military giant, striding ruthlessly through the fields of weaker peoples. President Wilson's message to Congress put in words what the Siamese had been thinking, and when that great message became known and understood in Siam the place of the country in the war was fixed."

Hopes For National Benefits
As to what Siam is to gain from the war, the Prince said:
"First she will secure her place as an independent nation, free to work out her own destiny without fear of more powerful neighbors. Again, she will get rid of the extraterritorial rights which now brand her as a nation of inferior civilization. She will be recognised as she ought to be in the great family of nations. She will, I hope, obtain a readjustment of her internal relations which will relieve her of the unequal and unfair tariff agreements under which she now suffers."

As to the old situation of an absolute autocracy fighting Prussian autocracy, in a struggle to democratise the world, the Prince said:
"We will fight for a democracy of the world—an international democracy, a democracy that will permit the peoples of every country to rule or be ruled as they wish. If we choose to be an autocracy, that is our business. The true democracy will not distinguish between black and white, or yellow and white. It will make all men equal everywhere, with the privilege of being a part of that particular political unity which best suits them. From a military standpoint, we shall not cut much of a figure, but our moral support will be thrown in the scales on the side of national and individual freedom."

The Prince is a Lieutenant in the Siamese Navy. He is expecting a message directing him to report in Siam for orders, but his preference would be an assignment with the American fleet as an observer or in some similar capacity.

U. S. GOVERNMENT TO FIX PUBLIC PRICES

Cost Of All Basic Products Will Be Set By Officials At Washington

NEW POLICY IN ACTION

Steel Interests Agree To Furnish Products And Let Value Be Determined Later

Washington, August 1.—The government has definitely embarked upon a policy of price fixing on all basic products, not alone in the supplies furnished the government, but the public as well.

That agreement, reached here today between the steel interests and the government, means that they should go ahead at full capacity on all steel necessities of the government and leave the price to be determined after full investigation by the Federal Trade Commission.

Taken in conjunction with President Wilson's emphatic statement "to business" last night, it also means that there should be no excessive war profits made out of either the public or the government. It marked one of the most far reaching and important developments of the war as far as the scope of its effect in the national life is concerned. Its full import necessarily will not begin to be appreciated until the government's policies become operative.

Business Willing to Help
All along business has shown a disposition to make most any concession in the way of prices to the

government, provided it was not effort to strip the food bill of all disturbed in its other activities. But, as President Wilson pointed out, it profited the government nothing to get a concession on its price and then to have that concession taken out of increased prices to the general public, with more added.

Through powers to commandeer any industrial plants necessary for the military establishment, the government possesses the power today to enforce price fixing on all government demands. Neither the machinery nor the law exists today, however, for extending this price fixing to the needs of the public. Amendments giving this control over basic products as well as food now are pending to the Food Administration Bill in the Senate, and has brought on much of the opposition to the bill, from certain interests who were quite willing to see farm products regulated and nothing else.

May Fix Public Prices, Also
While there has been a strong

portant agencies of government. If the President succeeds in his efforts and, with a strong public sentiment behind demanding this action it is regarded as certain he will, though the fight may be long, the federal trade commission, now largely of an inquisitorial character, will become one of the most important agencies of government.

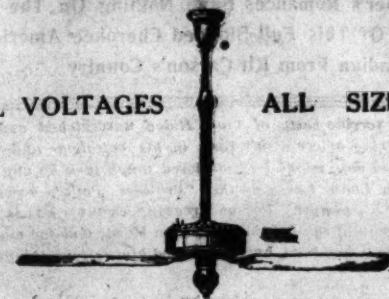
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STICK TO
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HIRANO
AND BE SAFE.

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PEOPLE LOOK AT YOUR TEETH

Do you realise that when speaking to others you look into their eyes, while they look into your mouth?

If you have never thought of this make a few observations for yourself and you will find it is true.

Therefore, clean, healthy, regular, attractive teeth give you a pleasant, attractive appearance, while decayed, unsightly and repulsive teeth create an unfavorable impression upon those you meet.

So I say, keep your teeth clean and do not neglect to visit my Dental Office at 34 Nanking Road to have your teeth cleaned, because clean teeth can not decay.

Neglected and decayed teeth ulcerate; ulcerated teeth must be removed.

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CHINA PRESS Incorporated, Delaware, Publishers

The Cherokee Who Fought At Vimy Ridge

Fenimore Cooper's Romances Have Nothing On The Real Life Story Of This Full-Blooded Cherokee American Indian From Kit Carson's Country

To go through the terrific battle of Vimy Ridge unscathed and emerge the only surviving officer of his rank in his battalion and then be bowed over on a quiet day, might be considered tough luck by any warrior. But Lieut. Sylvester Long Lance of the "Princess Pat's" accepted the freak of fate without a whimper. For one reason, because he is a full-blooded American Indian of the fighting Cherokee blood; and for another because his life, short as it has been, has accustomed him to take things as they come.

LONG Lance's family belongs to what are known as the Eastern Cherokees, and he was born on the old estate of Kit Carson, in the wild recesses of Iredell County, N. C. He inherited a marvellous physique, for all his ancestors were of the highest physical type and very long-lived. His father, mother and three of his grandparents are still living. One great-uncle lived to be one hundred and twelve years old, and another to be a hundred and thirteen.

When Long Lance was thirteen years old he left home with a party of Cherokees to travel with a Wild West show. He did trick riding and showed surprising daring for his age. The life agreed with him, and at fifteen he was so big and strong that he decided to become a professional boxer, having more than once demonstrated that he was handy with his fists and could put it all over the Wild West roustabouts.

Under the management of Jimmie Barry, John L. Sullivan's old sparring partner, a fight was arranged for him with Ed Nolan, who had won some reputation. The bout came off at Tampa, Fla. Long Lance won, became a "meeter of all comers" and was quite able to hold his own.

BUT a desire for education was growing up in him. He returned home and persuaded his parents to let him enter the Carlisle Indian School. In his second year there he made the track and cross country team and the football squad, and on three successive occasions defeated the great athlete Jim Thorpe in the three-mile run.

But not all Long Lance's energies went to athletics. He had marked natural intelligence and much ambition. He stood high in his classes at all times and won more than one prize, among them, in 1911, the second prize for the National Tuberculosis Essay. He also won at Carlisle a reputation which still lingers—for clean living, clean speech and a beautiful courtesy of manner.

He had his own way to make, and his summers while he was at Carlisle were spent as a clerk in the railroad office at Tyrone, Pa., where he earned the money which enabled him to remain at school.

WHEN he was graduated from Carlisle he was First Lieutenant in the Cadet Corps, President of the Literary Society, member of the debating team, Vice-President of the School Government, President of the Y. M. C. A., Treasurer of the Senior Class, valedictorian and honor graduate. Incidentally, he was solo clarinet player in the school band, a job composer and job pressman in the school printing plant, and a few other things.

Also, his thirst for education was not by any means assuaged, and he entered the preparatory school for Dickinson College. But one year at a civilian institution was enough for him, and in 1913 found him entered at St. John's Military Academy at Manlius, N. Y., from which he graduated two years later. While there, he made the highest yearly mark in the senior class and won a medal for efficiency in his studies. He also annexed a silver spelling-bee, was a member of most of the athletic teams, and still holds the school's half-mile record. His fellows voted him the best all-round developed student, physically, in the school. At St. John's, as at Carlisle, his summers went to earning a living and accumulating money for more schooling. One season he posed for a moving picture company in Wild West plays. The next, he became clarinetist in a military band that toured the Chautauqua circuit. Whatever chance came to hand he seized, for his ambition had completely stripped him of any false shame or petty pride. The impulse which had taken him from the circus and the prize-ring—the fixed purpose to educate himself and realize all his possibilities—ruled him wholly.

THEN came a sudden and dazzling honor. In the Spring of 1915 President Wilson, whose attention had been called to this plucky and persistent Indian lad more than a year before, and who had been watching him without his knowledge, surprised

him by bestowing on him one of the six precious Presidential appointments to West Point.

It is easy to imagine the vista of a future that gift opened before the boy whose keen mind and perfect body had already made him every inch a soldier, a student and an athlete.

But Long Lance never came to join his class at West Point. Instead, he dropped out of sight, and so remained until last winter, when one of his old teachers at Carlisle was surprised at receiving a postcard, dated somewhere in France and sent by First Lieut. S. C. Long Lance of the crack Princess Pat's battalion.

AND now, to a friend in New York has come another letter dated June 1, which shows that Long Lance's luck is still with him.

"I am in a field hospital," it says, "convalescing from a wound in the head received a couple of weeks ago. Nothing serious; only a piece of shrapnel in the back part of the head and a broken nose—the latter sustained in falling on my face, I presume. I came through the April 9 scrap (Vimy Ridge) without a scratch, being the only officer of my rank left in my company, only to get hit a month later on one of the quietest days we have had lately. Such is war!"

"Any way," he goes on, "I find the open warfare, which has ensued since we took Vimy Ridge, is much more interesting and endurable than the trench stuff that we had to tolerate all winter. We are able to see miles behind Fritz's lines now, whereas, during the winter, a few yards of No Man's Land and the German front line was the visual limit from our trenches."

"I am enjoying the green trees and sunny hill-sides surrounding the hospital here, after so many dreary months in the drab trenches. One would hardly know that there was a war on if it were not for the distant rumble of the 'heavies' and the drone of the battle planes overhead. We have Fritz on the run now, and we are holding all the trump cards, as far as I can see from observations here. 'Fritz,' personally, is getting pretty well 'fed up' with war. It is not infrequent that he voluntarily comes over and surrenders—when he gets a chance to sneak from his own lines."

But Sylvester Chahuska Long Lance is the sort that only goes in harder for being hit, and the chances are that while you read this, the honorably hyphenated Indian-American hero of it, with his nose set and his head patched up, is back playing the game with his Canadians with the vim he has always shown in playing every game he entered.

GULLIVER WAKES

Long he has lain asleep,
Bound by the million tiny threads
Of tyranny
And little kings,
Albeit his sleep was restless,
Troubled by dreams of freedom
And the stings
Of innumerable wrongs.
Sleeping, they thought him helpless.
He lay upon the ground
Inert and bound,
And all their drunken songs
And revels could not wake him.
There was not any power
Could make him
Arise, avenge his wrongs.
But now the giant wakes
From his long nap.
His shoulders heave, his great arms stretch.
His cobweb fetters snap
A century's thirst he slakes.
The tiny bureaucrats and little kings
Fall neck-and-heels.
(And O! the glory and the wonder of it!)
Freedom sings,
And all creation!
And every free heart thrills
In every nation,
(On every sea.)
After his sudden sleep of serfdom and oppression,
Russia stands upright—
A democracy!

—ELEANOR PRESTON,

In The Survey.

An Interview With Kerensky---Savior Of Russia

'America and Russia Should Dominate The Peace Conference,' Declares War Minister—'Neither Has Any Desire For Conquest—We Are Not In The Great War For Annexation'

By Isaac F. Marcossow

A WEEK before the Russian Revolution Alexander Kerensky was scarcely known outside of the immediate circles of the Labor Party in Petrograd. When I arrived in Petrograd, hot on the heels of the historic happenings that overthrew the Tsar, his name was on every tongue and, before a month had passed he was part of Russia's prayers. Here was a poor and practically obscure young man—he was barely thirty-five when he came into his great prominence—who in a single week assumed the role of Nation Savior and made himself the Lloyd George of his country.

History records no rise so swift or so sensational. The man's achievement makes him the one distinct and outstanding personality of that whole crowded epoch that changed the face of Russia.

I met Kerensky under circumstances that, had they been staged for the occasion, could not more fittingly interpret the character of the man and the immense part he was playing in the drama of Russian liberation. He had hardly acclimated himself to the ministerial atmosphere when I called upon him at his office in the Ministry of Justice. The appointment was for 10 o'clock in the morning, and I arrived there a few minutes before that time.

Tribune Of The People

The crowd in the ante-room indicated that I was at a tribune of the people, because the throng that filled nearly all the available space represented the democracy of the hour. Generals embazoned with orders rubbed shoulders with unwashed privates. You saw merchant and washerwoman, priest and atheist, uplifter and radical—all part of the procession that had come to the cabinet of a Father Confessor.

Sharply at 10 o'clock the door opened; a pale face peered out, bowed, smiled, and then withdrew. Kerensky was sizing up his audience. An attendant then appeared and escorted ten private soldiers into the inner chamber. After an interval of ten minutes they emerged and went their way. My time had arrived because an officer—one or two were in constant attendance upon the Minister, for he is the only member of the Government who had an armed guard—appeared and asked me to step inside.

I followed him and found myself in a small bare room. There was not a picture on the walls. But the moment I entered I felt that the place was vibrant with a definite presence. That presence was incarnated in the spare, almost ascetic figure of a man who sat at a plain flat-topped desk, fingering some papers. It was Kerensky.

Personality Of The Man

As I appeared he rose, came forward with his hand outstretched saying: "I am very sorry to have kept you waiting, but I had to see a delegation of soldiers from the front. They came to me straight from the trenches, and they wanted to tell me their troubles immediately. I hope you didn't mind."

It was done with genuine charm and with a witfulness that was very captivating. I saw at once how and why Kerensky had succeeded with his fellow-men. He was very human.

He sat down and talked in a steady stream for an hour. Only Roosevelt surpasses him in ceaseless flow of speech. He talks as he has lived—earnestly, passionately, completely. Russian is the only language he knows. He plays on it as upon an instrument and it is tremulous with emotion. Every effort he makes is a sap at his vitality. He fairly drains the well-springs of his life.

But more impressive than his speech is the appearance of the man. His face is white almost to ghostliness; his cheeks are gaunt; his eyes are deep, black, lustrous; he looks like one who has suffered and struggled and borne the great burdens. He incarnates the stuff of which martyrs are made.

We talked of many things—of war, peace, democracy, the whole chaos into which the world seemed plunged. He displayed an amazing knowledge of affairs, and I was not surprised to find that his two admirations were Lincoln and Lloyd George. Conscious of his own greatness, he has made the lives of these two great leaders the models for his own. Unconsciously he has become, so far as his public career is concerned, the prototype of the British Prime Minister. Who knows but what he may not share with the great American Emancipator the glory of a kindred martyrdom?

America Must Lead

At the very moment that I talked with Kerensky, the world—or rather that part of it which was lined up with the allied cause—was trembling with anxiety as to whether Russia would make a separate peace. I put the question squarely up to the then Minister of Justice. Quick as a flash he replied:

"So long as I have any influence over my people, Russia will make no separate peace. The whole cause of world freedom hangs upon the success-

ful outcome of the war against Prussian militarism. A separate peace would defeat every purpose of world liberalism.

The talk then turned to the part that America would play in the war. Kerensky's eye kindled and even his pale face took on for the first time the faintest semblance to a flush.

"Ah!" he replied, "America's coming into the war at the same hour Russia found her freedom is more than a coincidence. It is almost providential. So far as the war is concerned, America's entry means fresh hope, larger impetus and a complete guarantee of ultimate victory."

America And Peace

"How about America's share in the peace making?" I continued.

"If President Wilson in making his so-called 'peace without victory' speech spoke for the whole American people and not as a diplomat," he answered, "then America and Russia should dominate the peace conference. Neither Russia nor America has any desire for conquest. We are not in this war for annexation, but to safeguard democracy. Peace must mean equality, and, with it, the larger freedom."

Kerensky told me that up to January 1 there had been more than a million intermittent desertions from the Russian army; that the shell output had been reduced 75 per cent through failure to operate the iron mines and furnaces; that railway transportation had almost reached the point of demoralization when the revolution broke.

"If this state of affairs had kept up," he said, "there would not have been any talk of separate peace. Russia would have been overwhelmed by her enemies without, aided by her enemies within. Now you see why the revolution succeeded, why it was unanimous."

Equally unanimous is the conviction in Russia that the great upheaval found its inspired sponsor and steward in his spare, lean-limbed, hectic man who is today the idol of his people.

What sort of individual is this who has made himself benevolent dictator of Russia? Probe into his brief but busy life and you find the ideal formula of democratic leadership. Kerensky incarnates every principle of democracy. He is democracy.

So rapid was his rise to fame that the human interest historians had great difficulty in placing him. He was born at Simbirsk, where his father was principal of the local high school. He received his first instruction at Tashkent, where he completed the high school course, after which he was graduated in law at the University of Petrograd. He could not afford to embark at once upon the uncertain sea of a new legal practice, so he became assistant to a Commissioner of Oaths and subsequently became one of these officials himself.

While at school Kerensky was known for his ready speech and fervid oratory, which let loose at the slightest provocation. When he finally took up his law practice in Petrograd he immediately allied himself with the Labor party and at once made his presence felt.

A People's Lawyer

In his practice he specialized in political prosecutions which were so common in the old corrupt Russia. On more than one occasion he defended his clients with such impassioned force and with such unrestrained condemnation of reactionary methods that he narrowly escaped prosecution himself. Despite his reputation for more or less irresponsible declamation, he showed real strength of character, and when this quality was put to the test at the supreme crisis it stood revealed like pure gold. His attitude in the Fourth Duma, to which he was elected from the government of Saratoff, heightened the impression that perhaps this young spread-eagle orator, who had a speech for every occasion, was something of a man after all.

Such was his brief and stormy training for that great hour when Kerensky was to stand disclosed as the real Republic Maker. His contact and association with the revolutionary workmen groups enabled him to keep in close touch with everything that was transpiring during these momentous weeks in March, when hunger, irritation and the long smoldering protest against iron despotism were slowly but surely bringing revolt to a head. Although he was a member of the Duma, his real interest and association—born of every bond of birth and conviction—was with the Extremists.

When the revolution broke, he found himself in a curiously anomalous situation. The conservatism of the Duma claimed his loyalty. On the other hand, the fierce and unrestrained radicalism of the Socialists and their allies in the Council of Workmen's and Soldiers' Delegates appealed to his fervor and his imagination. Never was a man so beset. He might have allied himself with the Reds, become their flaming leader and gone straight to the Presidency of the rampant republic they were proclaiming.

But Kerensky cast his lot with Reason, and with the great decision—became Russia's handy man. With his colleague, Chelidze, he formed the link between the Radicals and the

Duma during the days when dissension and discord threatened the very life of the new freedom. He dominated every situation; faced all the crises that crowded so thick and fast.

How He Saved Sukhomlinoff

It was Kerensky almost more than any other man who put the respect of justice into the heart of the Revolution, and made the restraint, which was one of the miracles of that miraculous hour, possible. He dictated the policy that abolished capital punishment. He made himself responsible for the safety of the royal family and urged clemency for the reactionaries. Thus it followed that the arrests of men like Sturmer and Protopoff and others, who had debauched the nation and made the reign of reaction one long agony for the Russian people, were bloodless.

The arrest of the arch traitor Sukhomlinoff, who, as Minister of War, sold the war secrets to the Germans that brought on the Galician reverses, came near to being an exception. It provided a sensational episode and likewise gave Kerensky one of his spectacular opportunities.

Sukhomlinoff was found in the apartment of a friend and dragged in full uniform to the Duma. The restraint which had marked the taking of most of the oppressors vanished at the sight of the betrayer of his country. There was a rush to rend him. Kerensky heard the uproar and, placing himself before the shuddering and cowering figure, said dramatically:

"Every man in Russia is now to have a fair trial. I shall be responsible for Sukhomlinoff. If you kill him, you must kill me first."

It was the first enunciation of the new rule of justice and it prevailed. Sukhomlinoff was stripped of his epaulettes and led off, to join his colleagues of atrocious in the dungeon of the old fortress of S. S. Peter and Paul, whose guns even then were sounding the requiem of the monarchical power.

How Kerensky survived those grilling weeks was a miracle. His none too robust constitution was subjected to a well-nigh incredible strain. Day and night, he was in almost continuous conference—pleading, debating, arguing. His old radical co-workers charged him with moderation. When he rose to speak in the public assemblies he was frequently the target of bitter verbal attack. When he went forth in the streets his life was in constant danger. He lived on his nerves. Only his indomitable will kept him going.

How did he achieve his ultimate and compelling triumph over all obstacles? In the answer is his first kinship with Lloyd George. It lies in an oratory that is perhaps his greatest gift. Like the wizard Welshman who has stood so often in Britain's breach, he speaks with an emotion that becomes a sweeping flood of passion. He lacks the Lloyd George brilliancy of imagery, and he has none of the poetry and vision which are the birthright of "England's Darling." But he has a personal appeal that is well-nigh irresistible. It is convincing because it is sincere.

Defying His Defiers

Linked with this sincerity is an iron courage. During the whole period of riotous upheaval, when the new Government was shaping and when Petrograd, intoxicated with its new liberty, had swung from one extreme to another, he risked everything for his convictions. He bearded his defiers whatever the cost. When his one-time associates, now enthroned in the Council of Workmen's and Soldiers' Delegates, accused him of disloyalty, he went straight to their midst and defended himself.

With that fine sense of the dramatic which he shares with Lloyd George, he suddenly appeared in the Assembly Chamber. His coming had been unheralded. As he entered the room, his name had just been uttered with derision and almost contempt by one of his Socialistic critics. He strode swiftly down the aisle to the rostrum and faced the crowd. Instantly, there was silence. His pallid face was whiter than usual, but his eyes flashed with fire. He looked about him for a moment and then began what was in many respects one of his greatest speeches. Certainly it was one of his most characteristic. He went straight to the point. In ringing tones, he said:

"I have heard that rumors have been active among you that I am beginning to weaken in my attitude towards the old Government and to the Tsar's family. I have heard that there are some among you who dare to mistrust me. I warn all that I will not permit any one to show distrust of me, and in my person to insult the Russian democracy."

"I ask you either to exclude me from your midst or to place your implicit trust in me. I shall work for your welfare so long as I retain your trust and so long as all are frank with me."

"But people have appeared who desire to sow the seeds of dissension

(Continued on Page 12)

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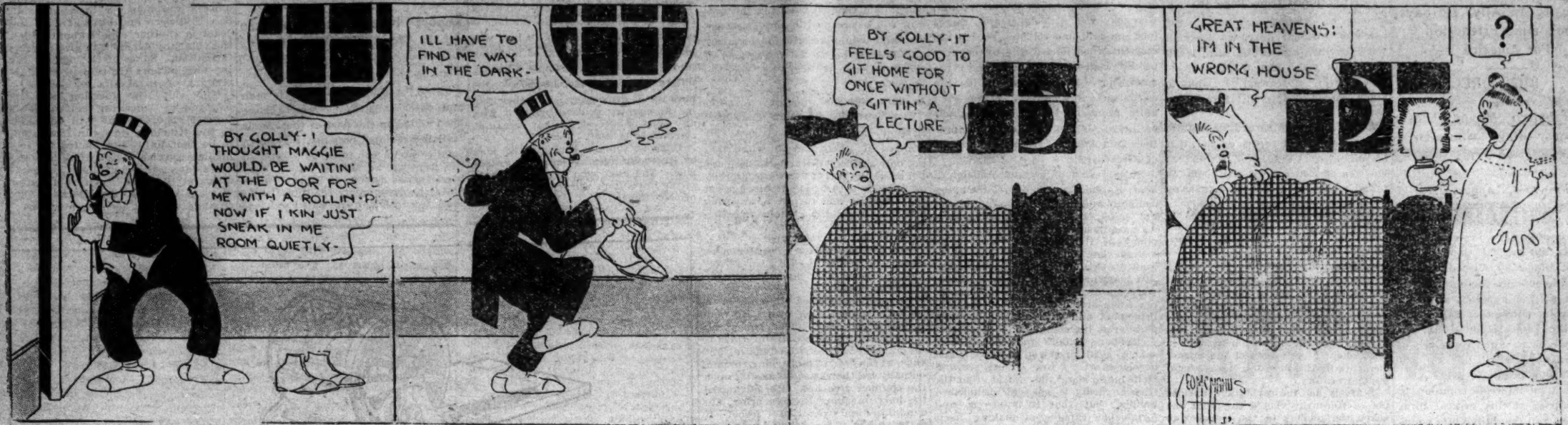
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Bringing Up Father



By George McManus

Love, Home and Table Topics
By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the
Leisure Hour

Impressions At Plattsburg Camp

It is Sunday in Plattsburg—the day of freedom for the 6,000 men at the United States Military Training Camp. Stalwart young men dash into town at top speed early in the afternoon, and within an hour Plattsburg has turned khaki. Civilians are in a minority and everywhere one turns are hordes of rookies and officers.

Here is a war correspondent, just back from the trenches, telling the

boys in one breath that they have not the slightest conception of what is ahead of them over there, and in the next hoping fervently that he will be in the first contingent. Here is a well-known artist, who sees in everything humor which expresses itself in a drawing whimsicality that is irresistible. Over there are half a dozen famous college athletes, whose names were names to conjure with not many years ago.

Here is one of the best leading men on the stage. Whizzing by in a machine is the son of a ridiculously wealthy New York family. Watching him, unimpressed, is a soldier of fortune, whose service in the Philippines brought him into headline prominence.

So it goes. Six thousand men, each with his story, some commonplace, some romantic, some thrilling, are strolling about a little town, evidently with a common aim. Candor compels me to add that all evidence suggests the common aim is food! Into the cash registers of every drug store, hotel, lunchroom and merchandise store flows a steady stream of golden coins. The taxicab drivers are reaping a harvest which would make their fellow-robbers in New York look like beggars.

Food begins to give out toward supper-time. Hotels and lunchrooms have lamentably failed to comprehend or anticipate the over-Sunday demands upon them. By 6.30 o'clock there is only one place and one item in that place to sustain life. Ham and eggs assume social prominence entirely out of proportion to their humble station. One sees a New York society woman, famous both for her beauty and her patriotism, only too glad to get this refreshment.

To walk around the streets of Plattsburg and through the grounds of the camp has been an experience whose memory is full of significance, so suggestive of the future that it scarcely can be borne with composure. Not that the boys themselves ask or want to be made heroes or martyrs, or think that what they are doing deserves any mention or credit.

"I thought it was up to me to come," is the casual comment. The thought of going to France is uppermost. I heard constant comments on it in the snatches of conversation about me.

"If I am taken prisoner," blithely speculated one.

"And the average length of service for an officer is twenty-six hours, they say," commented another. Possibly the presence of the American on leave from the French Aviation Corps creates more interest than any other event, not excepting the exciting news that the band has finally arrived from Fort Totten and is to play at retreat. Around the figure clad in the brilliant sky-blue uniform of the Aviation Corps, his red hair topped by a cap of the same shade of blue, a crowd immediately forms. They say he has two decorations for

bravery, and I presume in France he is one of many such heroes. He means more than a casual visitor on the grounds; he brings with him a bit of the grim reality our boys may so soon be called upon to face.

For all the superficial holiday appearance of the boys, their laughter and the warm greetings with their friends; for all the money greed of too

many of the Plattsburg citizens, who see in the camp an opportunity to quadruple their profits; for all the apathy of the public at large—in spite of all this, no one can look out over the city toward the camp and not feel that on these sturdy young shoulders has been placed a burden far greater than anything they or their fathers have been called to bear before. HETTIE GRAY BAKER.

All Over The World

There seems to be some division as to, as well as division of, corporation dividends for the benefit of the Red Cross. And really, if stories are allowed to get into the newspapers to the effect that corporation shareholders who do not turn over their dividends to the Red Cross are to be put out of their corporations, it would seem to be about time for serious-minded people to consider whether or not a bit of terrorism is being turned to advantage in such a peaceable matter as the swelling of contributions for a well-meaning and widely approved organization for war relief. Surely nobody's enthusiasm for the effective and far-reaching work of the Red Cross ought to be allowed to countenance the methods of a stampede, or to compel individuals to contribute irrespective of their own fair judgment. The Red Cross, like many individuals, needs to be saved from its zealous friends.

One of the most noticeable changes brought about by the war, in the country districts in England, especially in the North, is the almost complete absence of the Irish harvester. In the days before the war, he would come, at harvest time, as certainly as the returning months. The English farmer would get his quarters ready, steamship and railway companies would grant him facilities for travel, and the Irish Agricultural Department would issue voluminous statistics about him. Today, the Irish harvester has either gone to the wars or finds work to do in his own country.

Courtesies often promote good feeling between peoples as effectually as

acts of solemn statecraft. And sometimes the little kindness, or the simple mark of honor, is quite as difficult to reciprocate in kind. Recent advices from Rio de Janeiro are to the effect that the city authorities there have changed the name of the Avenida A.Jangsbahu to the Avenida Presidente Wilson. It would certainly be somewhat confusing to northerners were the Chief Executive to feel impelled literally to return the compliment.

"Wipers," of course, is not the only place. Indeed, some people, jealous for the scholarship of the new armies, declare that "Wipers" is dying out. However that may be, the British Tommy insists on "Whitesheet" for Wytshete, and "Plug Street" for Ploegsteert; whilst he goes straight ahead for Armentieres with "Armentieres."

What happens when governmental authority co-operates with civilian efforts to make living conditions right is indicated by that despatch from Des Moines, telling how an Iowa site was preferred over a site in a neighboring State, as the location for one of the big army cantonments because the Iowa policy of law enforcement against liquor and immorality promised better protection for the soldier boys than could be expected under the looser policy of the other State. When "the powers that be," though organized on apparently widely separated lines, begin to draw together in a common ambition to have things right, because it is right to have them right, real reform is on the way.

Those who were present at the first flying meeting in England, held at Doncaster, in October, 1909, who stood patiently, hour after hour, with thousands of others, watching eagerly the hoisting or lowering of the little flags which were to show when the breeze was sufficiently low to permit some daring aviator to make an ascent; who counted themselves fortunate if they saw one or two aviators make a circuit of the course some twenty feet from the ground, some time in an afternoon; who inspected with wonder Cody's famous "omnibus" machine, and were lost in admiration at the quaint little "Bleriot," must often have thought of that flying week, as they read of the exploits of the aviators "at the front." And now comes Lord Howick with the declaration that, within a few years, flying will be looked upon as "quite an ordinary pursuit."

LAMPLIGHTERS
By Harry Lander

Boys, do you know what you are fighting and dying for? I'll tell you. One winter's afternoon, just as the light was falling, I was resting in my lodgings between two performances. As I looked out of the window I saw in the lower part of the road lights appearing one by one. The lamplighter was at work. Gradually the dark street became bright. Bit by bit the light spread up the street in front of me and went on up the hill, each light driving away the darkness of the winter evening.

Boys, you are lamplighters. You are dying every day in order that your children and your children's children shall enjoy the light of civilization and the comfort of freedom.

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Talks to Mothers

No. 9

Don't prepare more than enough food for one feeding. The best and safest results are obtained when the feeding mixtures are freshly prepared.

Don't use any form of rubber attachment for baby's bottle. Don't leave baby alone with his bottle.

Don't depend upon or allow your servants to clean utensils, bottles, etc., or to prepare the food; attend to these important details yourself.

Don't forget to weight baby each week.

BORDEN'S EAGLE BRAND CONDENSED MILK

is the best substitute for mother's milk. It is the safest, cleanest, cheapest, most easily kept, as well as the most readily digested of all prepared "baby foods."

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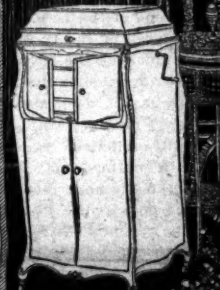
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If you are thinking of getting a Victrola we call your attention to our exceptional stock of Victor Records, our prompt deliveries, and our wish to be of service in any way possible.

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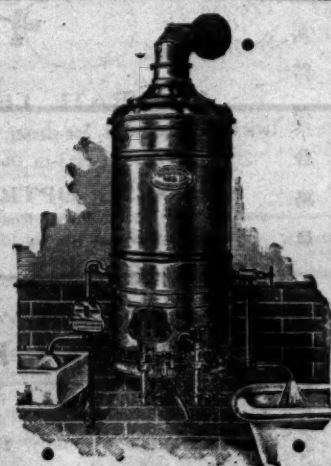
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JAPAN STANDS WITH U.S. IN WAR—ISHII

'I Come As An Ally,' He Says, Proclaiming Friendship For America

GIVEN BIG RECEPTION

San Francisco Mayor Toasts Emperor—Pays Tribute To 'Sister In Arms'

San Francisco, August 16.—"I have come to your country to confer with your government on interests common to America and Japan at this critical time." This statement made by Viscount Ishii, was the keynote of the address he delivered at the banquet given in his honor by citizens of San Francisco at the Palace Hotel today.

"My mission to America is one of peace and good will," he said. "I have come to negotiate with your government on interests common to both countries at this critical time. I come as a representative of a country which is an ally of yours and bring to you the assurance of my countrymen that we stand close to you in this war, in which we are both participants."

"The United States has entered the world conflict for the protection of justice and humanity. That America and Japan are close friends in peace and commerce, that we have common interests and civilization, is indicated by the cordial reception which you have given me."

The Viscount said that the American government and people have shown that they are sacrificing love, pleasure, fortunes, and even lives for the cause of humanity.

Ishii Reviews U. S. Troops

San Francisco, August 16.—History was made today at a luncheon at the Cliff House and a monster dinner given at the Palace Hotel by Mayor Rolph and the citizens of San Francisco in honor of Viscount Ishii. The dinner was attended by Secretary Long of the State Department, Colonel Irons of the U. S. Army and Captain Marsh of the U. S. Navy.

At the luncheon the Mayor toasted the Emperor, eloquently paying a tribute to Japan, as a sister nation in arms. Viscount Ishii's speech was equally felicitous and was received with enthusiasm. After the luncheon the Viscount reviewed new American troops at the Presidio barracks. The reception here has been marked with utmost cordiality.

Colonel J. A. Irons was promoted to Major-General today.

Americans Wonder About Mission

Washington, August 15.—The arrival of Viscount Ishii, Japan's special envoy to this country, has given rise to many surmises as to his mission. The official statement that the envoy is going to negotiate about the aims of the war only, is not enough to dispel the unofficial opinion that he will negotiate other problems too.

Viscount Ishii's declaration on the alliance and friendship has brought about an enthusiastic approval from the American people. Sentiment towards the envoy is friendly.

The New York World says that the principal aim of the United States is to lead Japan to an alliance with the Allied Powers.

SEES STARTLING FEATS

Up-to-Moment Warfare Methods Shown King

London, July 15.—Startling feats by tanks as well as by members of the flying services were provided for the entertainment of King George on his eleven-day visit to the British front in Belgium and France. Airplanes climbed straight upward with their noses to the skies and came down again with their tails in the air. They came down straight and they came down spirally and fell about like tumbling pigeons. They looped the loop forward and sidewise and one over another. They romped and gambled overhead like great dragon flies gone mad. It was true skylarking.

The next day the King saw the mimic capture of some German trenches. Drums simulated the roar of guns, and men on horseback with flags moved slowly forward in advance of the attacking troops just as a barrage moves slowly in advance of attacking troops in a real battle. Then suddenly out from the trenches tumbled the "prisoners," running with their hands held high.

Later the King saw an attack but from the other side. He was now in a German trench, and he saw what the British attack looks like to the enemy. In the second German line he saw the "barrage" creep slowly toward him with the implacable line of men behind it and he saw them risk the front line a hundred yards away. Nearer and nearer the "barrage" crept and again the line came on till the "barrage" had passed the place where he was stationed. Then suddenly, flinging stones for bombs, the wave of men was upon him and the trench in which he stood was captured.

An Interview With Kerensky—Savior Of Russia

(Continued from Page 10)

among us. Remember that, in the name of national duty, we must all work together, and if you wish, I will work with you. If you wish otherwise—I will go away. I want to know. Do you believe in me or do you not?"

There could only be one response to such an appeal—a superb ovation that literally swept the speaker off his feet. He was carried around the room on the shoulders of a half dozen brawny delegates.

After that speech all criticism of Kerensky ceased. Henceforth, his leadership was implicitly, almost blindly, followed.

The Kerensky Method

Kerensky has all of Lloyd George's genius of being able to sound out the populace and finding out what it wants. Like his Welsh colleague, he makes every speech seem to be a direct and personal appeal to every individual in his audience. It is one of the master elements in the formula of successful popular oratory.

Scarcely had the revolution subsided before Kerensky visited the front and led the soldiers in the trenches to stand by the new order. He also made a flying trip to Helsinki, the capital of Finland and made an eloquent address to the Finnish Parliament. He made this trip with characteristic swiftness, so swift, in fact, that he did not even have a passport and was arrested on the Russian frontier. He got through, however. Unannounced he rose in the Chamber and claimed the privileges of the floor, saying:

"I am Kerensky, the new Minister of Justice, and I want to talk to you about the new Government."

In similar abrupt fashion he descended one day upon a sewing circle composed of fashionable women doing Red Cross work. Almost before they had time to wonder who or what he was, he said:

"I am Kerensky the Red. Don't be alarmed. I won't bite you. I merely came here to tell you that we Radicals are not as bad as we are painted. When you go home you can tell your family and friends that the new Government seeks no man's life. All it wants is intelligent co-operation from everybody."

Thus Kerensky went his way, placating the unruly, harmonizing the discordant—a tower of strength to the new order. Life for him became one long and impassioned public service. It was his overwhelming appeal that swung the Socialists into line with the Provisional Government and made the Coalition Cabinet possible at a time when a counter revolution seemed inevitable, and the fate of the infant liberty trembled in the balance.

Minister Of War

In this pregnant moment of accord which really saved the Russian democracy, he stepped from the Ministry of Justice into the portfolio of war and began what will probably become a progressive journey towards the Premiership.

If up to this any man had questioned the bigness of Kerensky, his

attitude now removed all doubt. Kerensky was a Socialist and, therefore, an anti-imperialist. Yet in the moment when he felt that his country needed a great sacrifice he met the emergency. No contrast in his life of contrasts was sharper. It was even more pronounced than the spectacle of Lloyd George, the one-time pro-Boer and Pacifist, sitting in the seat of Kitchener.

Shortly after he became Minister of War, Kerensky made one of the many dramatic and intimate illuminations of his character. The whole country was a-quiver with curiosity as to the policy of the Socialist Warrior. He lost no time in making his creed known. A Congress of Peasants had just convened in Petrograd. These were his own people, and to them he made his first declaration of the new principles, and with all the fire and passion at his command.

"Soldiers, Sailors and Officers," he said. "I call upon you to make a last heroic effort. I am your servant. Help me to show the world that the Russian army is not a demolished temple, but that it is strong and formidable, capable of making itself respected and of defending the free republic of democratic Russia. It may appear strange that a civilian, who was never a soldier, has undertaken the heavy task of restoring discipline in the army, but I have accepted it because I understand that this discipline is based on honor, duty and reciprocal respect."

'Self-Sacrifice, Duty, Discipline'

"I have never known what this discipline is, but nevertheless I propose to introduce an iron discipline into the army, and I am sure I shall succeed. This discipline is necessary not only at the front, but also in the interior of the country in order to bring the liberty which has been conquered into the Constituent Assembly."

"I am shortly going to the front. Allow me, therefore, to say in the trenches that the Russian peasants are to have the land which belongs to them, and that no force shall take it from them; but also allow me to say that, in order to achieve this object, everyone shall do his duty toward the war in a spirit of self-sacrifice."

Petrograd was still ringing with the cheers that followed this outburst when Kerensky issued his famous first Order of the Day to the Russian army. It rang with the clarion call to duty and action. The order was as follows:

"The country is in danger and each one must do what he can to avert it. No request to be allowed to resign made in the desire to escape responsi-

YOUR PORTRAIT

Have it taken now while you are young and good-looking.

Burr, Broadway

Nutritious



Delicious

BIANCHI'S

SCIENTIFIC EYE-TESTING

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Fine

Duplicating

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ACCURATE LENS GRINDING

Toric and Kryptok Lenses, Sun-glasses, Protection Goggles & Everything Optical. Special rate to Doctor's prescriptions.

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A new shipment of our famous "Mi Consuelo" Cigars. Made specially for us, of finest selected Tobacco, and packed in various sizes and shapes. Give them a trial.

THE TIENTSIN TOBACCO CO., 19 Nanking Road

of the new Russian Republican armies after three months of inaction.

No man who has watched Russia in the perilous days of her transition can question the fact that much of the future of the nation lies in the hollow of Kerensky's hand. Up to him was placed squarely the task of instilling into the millions, simple, honest, illiterate and childlike, his people, the message of democracy. No other man in the country could attempt it with any hope of success. What he can do remains to be seen.

But one thing is certain: So long as Kerensky lives, so long will reason rule. The man who was the Cement of the Revolution will remain the Rock of Reconstruction.

In The Trenches

But Kerensky did more than issue stirring orders to his troops. He dramatized them into an action that not only thrilled all Russia to the core, but made the rest of the world literally sit up. He led Russia's troops against the Germans and turned a wavering attitude toward the whole Russian army into an alert confidence in the might of the Slav right arm.

All through June the Russian armies seemed to be inert.

"Will Russia ever strike?" was the universal question.

Kerensky answered it and in a manner eminently his own. He went to the First Army, made one of his melodramatic speeches urging them to take the long-deferred offensive, and then, at the head of a charging column, actually led the van in an assault upon the German trenches. He galvanized the long unwilling Russian army into a mighty and victorious force; it netted a bag of more than 15,000 German prisoners. More than this, it put the punch back into the Russian army and almost overnight re-instated the country into the respect of its allies. Once more Kerensky had made good. He named the victorious regiments "July One Regiments," thus signalling the date of the first successful battles

SUMMER-TIME NEURALGIA.

This is the time when mysterious pains in the head and face become prevalent; sometimes attacking at intervals, but more often beginning with a dull, nagging pain of two or three days' duration, followed by torturing toothache. Often the sufferer is unable to trace the cause to faulty teeth.

This is neuralgia of a type common at this time of year when people wear summer attire; sit about in draughts, and eat food which does not provide sufficient support for the nerves.

Remember, neuralgia means that the nerves are crying out for nourishment. Build up the system whenever neuralgia pains attack you, and you will find the quickest means to banish them. The nerves cannot thrive without nourishment being supplied by the blood; when the blood gets thin and watery, the nerves starve, and nervous aches and ills begin. To restore your nerves to a healthy state make your blood rich and red. It is a simple process, best accomplished by taking a course of Dr. Williams' pink pills for pale people. These pills feed the nerves by building up the blood, a fact that has been proved by thousands of sufferers from neuralgia and nervous ills.

Go to any dealer today for a supply, or send \$1.50 for a bottle (\$3 for 6) to Dr. Williams' Medicine Co., 96 Seachuen Road, Shanghai.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE.										ZAH KOU TO SHANGHAI NORTH—"UP"									
STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Ex-press	Local	Local	Local	STATIONS	Local	Local	Fast	Slow	Coolie & Goods	Ex-press	Local	Local	Local
Shanghai North.....dep.	7.40	8.55	10.05	14.05	14.05	14.05	14.05	14.05	14.05	Zah Kou.....dep.	6.45	8.10	8.55	14.15	16.00	16.00	16.00	16.00	16.00
Lunghua Junction.....dep.	8.01	9.15	10.25	14.25	14.25	14.25	14.25	14.25	14.25	Hangchow.....dep.	7.15	8.40	9.30	14.40	16.35	16.35	16.35	16.35	16.35
Soochow.....dep.	8.10	9.25	10.35	14.35	14.35	14.35	14.35	14.35	14.35	Chang An.....dep.	8.1	9.56	10.30	14.50	16.50	16.50	16.50	16.50	16.50
Wanghsia Junction.....dep.	8.28	9.45	11.00	14.50	14.50	14.50	14.50	14.50	14.50	Yeh Zai.....dep.	8.52	10.40	11.00	15.00	17.00	17.00	17.00	17.00	17.00
Shanghai South.....dep.	8.00	9.20	10.30	13.35	14.30	15.10	16.45	18.00	18.00	Kashui.....dep.	7.25	9.40	11.30	14.07	16.30	16.30	16.30	16.30	16.30
Lunghua Junction.....dep.	8.28	9.49	11.00	13.53	14.52	15.29	17.03	18.18	18.18	Kashui.....dep.	8.09	10.05	12.00	14.47	17.01	17.01	17.01	17.01	17.01
Suyhsing.....dep.	9.13	10.55	12.10	15.28	17.47	17.47	17.47	17.47	17.47	Shanghai.....dep.	9.18	10.57	13.03	16.13	17.49	17.49	17.49	17.49	17.49
Kashui.....dep.	10.03	11.58	13.33	16.15	18.57	18.57	18.57	18.57	18.57	Lunghua Junction.....dep.	8.35	9.55	10.37	11.48	14.05	14.55	17.22	18.33	18.33
Kashui.....dep.	7.20	10.35	11.36	14.16	16.46	19.30	19.30	19.30	19.30	Shanghai South.....dep.	8.53	10.13	10.55	12.05	14.23	15.13	17.40	18.50	18.50
Yeh Zai.....dep.	8.08	11.14	12.10	15.15	17.21	17.21	17.21	17.21	17.21	Lunghsia Junction.....dep.	9.00	11.49	14.04	16.10	17.55	17.55	17.55	17.55	17.55
Chang An.....dep.	9.00	11.49	14.04	16.10	17.55	17.55	17.55	17.55	17.55	Soochow.....dep.	10.38	12.53	15.26	17.47	18.14	18.14	18.14	18.14	18.14
Hangchow.....dep.	10.38	12.53	15.26	17.47	18.14	18.14	18.14	18.14	18.14	Wanghsia Junction.....dep.	11.00	13.09	15.45	18.15	19.10	19.10	19.10	19.10	19.10
Zah Kou.....arr.	11.00	13.09	15.45	18.15	19.10	19.10	19.10	19.10	19.10	Kashui.....dep.	11.00	13.09	15.45	18.15	19.10	19.10	19.10	19.10	19.10

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE.

KON ZEN CHIAO TO ZAH KOU										ZAH KOU TO KON ZEN CHIAO									
STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Ex-press	Local	Local	Local	STATIONS	Local	Local	Fast	Slow	Coolie & Goods	Ex-press	Local	Local	Local
Kon Zen Chiao.....dep.	7.05	8.30	11.05	14.05	16.05	18.15	18.15	18.15	18.15	Zah Kou.....dep.	9.40	12.20	17.15	17.15	17.15	17.15	17.15	17.15	17.15
Ken Shang Mun.....dep.	7.25	8.50	11.20	14.21	16.20	18.29	18.29	18.29	18.29	Hangchow.....dep.	7.45	10.05	12.50	14.55	17.40	18.50	18.50	18.50	18.50
Hangchow.....dep.	7.35	9.05	11.35	14.31	16.37	18.37	18.37	18.37	18.37	Ken Shang Mun.....dep.	8.00	10.23	13.05	15.10	17.52	19.02	19.02	19.02	19.02
Zah Kou.....arr.	9.25	11.55	17.00	17.00	17.00	17.00	17.00	17.00	17.00	Kon Zen Chiao.....arr.	8.15	10.35	13.18	15.22	18.05	19.15	19.15	19.15	19.15

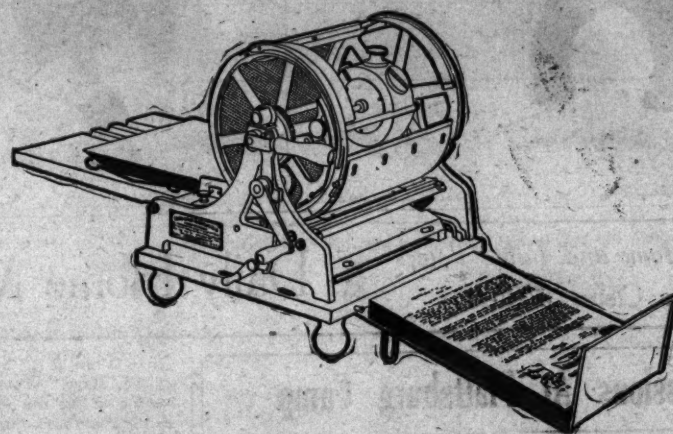
PACIFIC MAIL GETS 4 INTERNEED TEUTON BOATS

Report From San Francisco Is That Ships Were In Manila Bay

Tokio, August 17.—One German and three Austrian steamers have been added to the fleet of the Pacific Mail Steamship Company, making a total of six of the interned vessels of the Teutons at Manila which have been turned over by the United States government to the Pacific Mail, according to the San Francisco

Bulletin. At the offices of the company in San Francisco the report was neither affirmed nor denied. That the Pacific Mail is recruiting officers and men for these ships in San Francisco and elsewhere on the coast is another report about which the company declined to give any information. Some of the officers for the new owners are said to have already gone to Manila for service.

The ships in question will be changed to American registry, it is further reported, and will be taken to the Kowloon docks in Hongkong to be thoroughly overhauled for immediate service. They were, in some cases, damaged by their original crews at the time America declared war against the Central Powers. The damage was not serious, however.



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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.	STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R	Night Express R
SHANGHAI NORTH dep.	7.55	..	8.20	9.00	12.50	15.20	23.00	PEKING	dep.	..	..	..	8.05	P.M.
GOCHOW	9.41	..	11.02	12.13	14.57	18.13	..	TIENTSIN	arr.	..	..	..	11.10	..
USHI	1.30	..	2.21	12.43	13.52	15.41	2.10	CENTRAL	dep.	..	..	..	11.10	..
HANGCHOW	11.22	6.50	12.43	13.51	15.47	20.45	3.31	TSINANFU	dep.	..	..	..	11.10	..
ANYANG	12.09	8.08	14.55	15.14	17.43	21.00	3.58	PUKOW	arr.	..	..	..	18.00	11.30 Tuesday
SHANGRIANG	dep.	12.5	8.56	15.57	17.18	19.43	..							
ANKING	arr.	14.18	10.50	17.50	19.25	20.06	6.50							
ANKING FERRY	arr.	14.10	..	..	..	..	..		
UKOW	dep.	15.10	..	..	..	..	..	NANKING FERRY dep.	..	..	..	..	14.20	..
IENTSIN	dep.	8.36	T.P.R	..	..	..	..	NANKING .....	..	7.00	7.30	11.15	14.50	15.55
ENTEN	arr.	11.31	..	..	..	..	..	CHANGKIANG .....	..	8.05	8.52	12.50	14.25	..
ENTEN L	dep.	17.00	..	..	..	..	..	CHANGKIANG	dep.	..	8.57	10.53	12.43	16.28
ENTEN	arr.	19.59	P.M.	..	..	..	..	CHANGCHOW	dep.	8.30	11.14	12.58	14.52	20.80
								WUHI	dep.	7.31	12.32	13.45	15.53	18.51
								SOOCHOW	dep.	8.46	15.05	15.76	16.56	19.28
								SHANGHAI NORTH arr.	11.25	16.80	17.55	18.55	21.20	..

Scheme Not Ideal, He Says, But It Probably Would Greatly Reduce Sinkings

"For a vessel under way, especially on a voyage at sea, it is practically out of the question to protect it individually by nets, on account of the very great difficulty in supporting them. To give effective protection against torpedoes the nets would have to be held out around the vessel at a considerable distance therefrom, and the strain of dragging the nets along, especially if the sea were rough, would be enormous. The weight, cost, and complication of the supports and rigging required would be prohibitive. Moreover, the power of most merchant vessels is quite limited, and the ordinary speed of ten or twelve knots an hour would be reduced to a very

GERMANS FAIL TO ESCAPE

San Francisco, August 13.—The German consul and his colleague who are detained at Angel Island attempted to escape to Mexico, but before they succeeded they were arrested by officers on guard.

It is "of course, the thesis is a 'large demand for the white metal, not only in India and China, but in European and other countries, and the result, in my opinion, will be that the world will go upon a bimetallic basis. This will be made necessary by the inadequacy of the supply of gold to serve as a basis for the rapidly expanding debts and commercial transactions of the world, and the consequent placing the world upon the two-metal standard, together with other factors, will be the opening of a new era in international finance and commerce, in which the financial resources of the world will be more widely distributed and the financial and commercial balance between the different countries more evenly maintained, and in which trade practices will approach the conditions of barter that formerly existed. Conditions will resemble those of the age of barter in the directness and stability of transactions as compared with the artificial and speculative conditions that prevail at the present time. For example, when a big corporation is formed, say in the United States, and the stock is floated in Europe, the result is the creation of a huge credit balance in

WEATHER.		4 a.m. 9 a.m.	
Bar. at Cong., mm	.....	754.62	755.68
inches	.....	29.71	29.75
Variation mm. for 24 h	..	+0.84	+0.11
Variation mm. for 12 h	.....	+0.84	+0.19
Wind { Direction	.....	SE	SE
{ Kilom per hour	.....	17	17
{ Miles	.....	10.6	1.06
Temperature { Cen	.....	28.8	37.0
{ Fahr	.....	74.5	86.0
Humidity { cen	.....	78	73
{ 5-10	.....	2	1
Wet-fall mm	.....	-	-
Wet-fall inches	.....	-	-

Beef	..	50
Pork	..	25-30
Veal	..	25-30
Fish		
Bream	per lb.	none
Cod	..	16-18
Mandarin	..	40-50
Mackerel	..	18-20
Promfret	..	16-20
Salmon	..	none
Small	..	none
Soles	..	16-20
Whitebait	..	16-18
Game, Poultry & Eggs		
Deer	each	none
Duck	..	40-70
Eggs	per doz.	15-18
Fowl	per lb.	12-30
Geese	each	60-1.00
Hare	..	none
Partridge	..	none
Pheasant	..	none

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Vegetables		
Artichokes	each	none
Asparagus	per doz.	20-25
Bamboo Shoots	per lb.	4-5
Broad Beans		none
Broccoli	per bunch	1-2
Cabbage	each	4-6
Celery	per bunch	2-3
Carrots		3-3
Cauliflower	each	none
Egg Plant	per lb.	4-5
French Beans		16-18
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none

Today									
Europe via Siberia (Post Train) ..	† Via Pukow	7.00*							5/25
Weihsaiwei, Chefoo and Tientsin ..	Shantung	8.30*							8/1
River Ports	Kiangfoo	8.00							8/1
Swatow and Hongkong	Anhui	1.80							11/1
Swatow	Train .. (Every day)						11.30*		8/1
Peking and Tientsin	Train .. (Every day)						5.00		8/1
Hankow	Train .. (Every day)	5.00							8/1
Tomorrow									
Japan and America	Omí maru							n9.00	8/1
Europe via Siberia	Via Pukow	n9.00					6.00		8/1
Hongkong							5.00		8/1
Japan							5.00		8/1
Antung	Wenchow	9.0*							9/1
Hongkong and Canton	Sunning & Kwanglee	9.00		4.80			4.80	5.00	9/1
Jan F. via Japan Canada, and Europe	Sado maru	3.00							2/1
Yan Posts	Omí maru	5.00							8/1
Swatow and Hongkong		5.00							8/1
Dalny, Manchuria and Europe ..	Kobe maru							n8.00	7/1
River Ports	Kiangwah	7.00							9/1
Tsingtao, Manchuria and Dalny ..	Kobe maru	9.00							9/1
Hongkong, Singapore, India, Colombo									9/1
Egypt and U. Kingdom		n5.00							11/1
Tientsin (Every day except Sunday) ..		5.00							11/1
Ningpo	Hain Peking	5.80	5.00						11/1
Tuesday Aug. 28.									
Weihsaiwei, Chefoo and Tientsin ..	Tungchow	1.30							11/1
Europe via Siberia (Express)	Via Pukow	7.0*							8/1
River Ports	Satow	5.30							8/1
Swatow, Hongkong and Canton	Wingsang	9.00		4.80			4.80	9.00	8/1
Hongkong and Canton		noon							11/1
Hongkong, S. Ports, Saigon, Straits, Ceylon, India and Europe		noon							11/1
Wednesday, Aug. 29.									
Europe via Siberia	Via Pukow	n9.00					6.00		8/1
Japan via Mail	Kasuga maru							n9.00	8/1
Weihsaiwei, Chefoo and Tientsin ..	Kinging	8.30*	9.00*						8/1
Amoy and Swatow	Holhow	9.00	5.00	4.80			4.80	5.00	8/1
Hongkong and Canton	Shantung	9.00		4.80			4.80	5.00	8/1
Japan Ports	Kasuga maru	8.00							8/1
Japan			5.00						8/1
Friday, Aug. 31.									
Nagasaki, Kobe, Yokohama, Canada, U.S.A. and Europe		5.00							8/1
Saturday, Sep. 1.									
Japan via Nagasaki	Chikugo maru							n9.00*	8/1

*Letters forwarded by this route only when specially marked.			
	An asterisk (*) denotes a.m.	value 9 a.m. Parcel post and	following day.
B	Letters and boxes with declared	money orders 8.30 a.m.	H Letters and boxes with declared
	value 7.30 p.m. Parcel post 4	D Parcel post 10 a.m.	value 8.30 p.m. Parcel
	p.m. and money orders noon.	E Registration 8.30 a.m. Supple-	4 p.m. and money orders n

British Post Office.—Until further notice the ordinary and registered letter mails for Europe, Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.20 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post Office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesdays, Thursdays and Saturdays at 7 a.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking at Nientain every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

Fengking, Kasha.

2 p.m., Sundays only.	Foot Beat.
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13A CANTON ROAD: TEL. 918

MUNICIPAL ELECTRICITY DEPARTMENT
SHOWROOMS: 471-2 NANKING ROAD. TEL. NO. 2660

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, August 25, 1917.

Money and Bullion

Gold Dollars Bank's buying rate	107 1/2 = Tls.
Bar Silver	72.6 = Mex.
Mex. dollars Market rate	72.25
Copper Cash	1810
Sovereigns:	
Buying rate @ 4/6 = Tls.	4.44
exch. @ 72.6 = Mex.	6.12
Peking Bar	0.9
Native Interest	0.9

Latest London Quotations

Bar Silver	44 1/2
Bank Rate of Discount	5%
Market rate of discount:	
3 m-s.	4%
4 m-s.	4%
6 m-s.	4%
Exchange of Shanghai, 60 d-s.	Fr. 27.41
Ex. N. Y. on London T.T.	47 1/2
Consols	100

Exchange Closing Quotations

London	T.T. 4/6
India	Demand 4/6 1/2
Paris	T.T. 620
New York	Demand 620 1/2
Hongkong	T.T. 107 1/2
Japan	T.T. 47 1/2
Batavia	T.T. 254

Banks Buying Rates

London	4 m-s. Cds. 4/7 1/2
London	4 m-s. Docy. 4/7 1/2
London	6 m-s. Cds. 4/8 1/2
London	6 m-s. Docy. 4/8 1/2
Paris	4 m-s. 638
New York	4 m-s. 110 1/2

Customs House Exchange Rates For August

Hk. Tls. 4.63 @ 2/10 1/2	Fr. 5.94
1 @ 53 1/2 = France	5.94
1 @ 92 1/2 = Gold	4.85
1 @ 55 1/2 = Yen	2.00
1 @ 15 = Rupees	2.25
1 @ 48 1/2 = Roubles	5.5
1 @ 1.60 = Mex.	1.50
† Nominal.	

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, August 25, 1917.

Official	
Langkats Tls. 14.00	
Samagagas Tls. 0.90	

London Rubber Market

London, August 24.—Today's rubber prices were:—

Plantation First Latex Crepe:	
Spot: 2s. 6 1/2 d. paid.	
October to December: 2s. 8 d.	
Tendency of Market: Firm.	
Previous Quotation, London, Aug. 23:—	
Spot: 2s. 6 d. paid.	
October to December: 2s. 7 1/2 d.	
Tendency of Market: Firm.	

U. K. METAL MARKET

London, August 24.—Today's metal prices were:—

Standard Copper G. M. E.	f. s. d.
f.o.b. (Nominal)	120 5 0
American Electrolytic 99	
90% Copper f.o.b.	137 0 0
Lead L. B. c.f. per ton	Nominal
Soft Lead "Spanish" f.o.b.	30 0 0
Quickfist, Second hand	
Ex Warehouse f.o.b.	
(1/2 Extra in Hask)	20 0 0
Tinplates, 1. C. W. 20-24	
100 lbs. 112 Sheets	
per Case tin lined	
Cases without Hoops	
f.o.b. Wales	Unquoted
Muntz Metal, f.o.b. London	
or Liverpool (less 1/4%)	Nominal
Standard Tin (Cash)	241 0 0
Spelter (ordy soft) f.o.b.	52 0 0
Galvanised Sheet 24 Gauge	
f. o. b. D.	26 5 0
Standard Tin (3 Months)	239 0 0

COMMERCIAL CABLES

London, August 24.—Today's rates price and deliveries were:—

Consols 2 1/2% for a-c.	£56 1/4
Cheques on London at Paris, Fr. 27.18	
T. T. on London at New York, \$4.76 1/4	
Bar Silver (Spot)	44 1/2
Bank of England Rate of Discount	5%
Market rate of Discount	4 1/2
Cotton: Egyptian P. G. F.	30.75d.
Cotton: M. G. Fine Scinde	
and Bengal	15.65d.
Cotton: Mid American Spot	18.90d.
Plantation Rubber August (paid)	2s. 6 1/2 d.
Price of Common to Low Medium Tea fixed 11 pence to shilling.	
Silk Price of Blue Elephant 22s.	
0d. to 22s. 6d.	
Silk Price of Gold Killing 18s. 0d.	
to 19s. 6d.	

"BICKERTON'S"

PRIVATE HOTEL

Established 22 years.

102 Bubbling Well Road. Seven minutes from Bund by tram, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light, Tel. W. 1271.

Singapore Rubber Auction

Singapore, August 9 and 10.—Following were the prices realised at the rubber auction this week:—

Singapore per picul.

Sheet	
Smoked Fine Ribbed	@ \$128/121
Smoked Good Ribbed	123/114
Smoked Fine Plain	113/113
Smoked Good Plain	Nil
Unsmoked Fine Ribbed	115/114
Unsmoked Good Ribbed	Nil
Unsmoked Fine Plain	Nil
Unsmoked Good Plain	Nil
Crope	
Fine Pale Thin	126/122
Good Pale Thin	122/116
Good Pale Blasket	118/118
Good Brown Blasket	Nil
Fine Brown	115/108
Good Brown	108/96
Good Dark	98/80
Bark	85/55
Virgin and Pressed	69/60
Loose	70/62
Sheet	
Cupwashing	106/85
Catalogued for sale Pels. 16,293 (about 970 tons).	

Owing to heavy advances in freight-rates to America the tone of our auction this week was very depressed.

About 970 tons were catalogued for sale, but more than half this quantity had to be withdrawn either on account of high limits or for want of any offer. In the forenoon 126 was paid for Fine Ribbed Smoked Sheet, but the average price for both Fine Ribbed Smoked Sheet and Fine Pale Crepe was only \$124. In the morning a party interested in two lots of Sheets on offer tried to steady the market by buying them in at \$128. Medium and lower Crepes shared in the general decline, and prices were on an average \$5 lower than last week. Unsmoked Sheet of both descriptions was not in evidence, and Scrap was neglected.

At the continuation of the sale this morning the tendency was still weaker.

Fine Ribbed Smoked Sheet sold freely at prices ranging from \$125 to \$121, and Fine Pale Crepe at \$125 to \$123. There was a fair competition for Brown Crepes at the lower level, but hardly any demand for Dark and Barky Crepes. The sale closed flat.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 17th inst.

White Silk.—The market continues devoid of interest.

Steam Filatures. Some 2,500 bales have been settled up to February at Tls. 10-30 decline on last rates. Purchases are principally confined to one firm.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address: ASTOR.

The leading Hotel in Tientsin.

Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

MAKE YOUR WILL

and

INSURE YOUR LIFE.

Send today for Prospectus

to the

China Mutual Life Insurance Co., Ltd.

10 Canton Road, SHANGHAI.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital £1,200,000

Reserve Fund £1,000,000

Reserve Liability of Shareholders £1,200,000

Head Office:

35 Bishopsgate, LONDON, E. C.

Court of Directors:

Sir Montagu Cornish Turner, Chairman.

Sir Henry S. Cunningham, K.C.I.E.

T. Cuthbertson, Esq.

Sir Alfred Dent, K.C.M.G.

W. H. Neville Goschen, Esq.

The Rt. Hon. Lord George Hamilton, G.C.S.I.

W. Foot Mitchell, Esq.

Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.

The London City & Midland Bank Limited.

The London County and Westminster Bank Limited.

The National Provincial Bank of England Limited.

The National Bank of Scotland Limited.

Agencies and Branches:

Amritsar, Iloilo, Puket

Bangkok, Ipoh, Rangoon

Batavia, Karachi, Saigon

Bombay, Klang, Seremban

Calcutta, Kobe, Singapore

Canton, Kuala-Lumpur, Shanghai

Cebu, Madras, Sourabaya

Colombo, Malacca, Taiping

Delhi, Manila, (F. M. S.)

Fookchow, Medan, Tavoy (Lower Burma)

Haiphong, New York, Tientsin

Hongkong, Penang, Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches, and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND, Manager.

BANQUE DE L'INDO-CHINE

Capital Frs. 48,000,000

Reserves Frs. 48,000,000

Succursales et Agences:

Bankok, Hanoi, Saigon

Battambang, Hongkong, Shanghai

Canton, Mengtze, Singapore

Djibouti, Noumea, Tientsin

Douchiey, Peking, Tourane

Haiphong, Papeete

Hankou, Fnom-Penh

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Pays-Bas; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique

Societe Anonyme

Paid-up Capital Frs. 30,000,000

Head Office: BRUSSELS.

London office: 2 Bishopsgate.

Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:

JEAN JADOT

Gouverneur Societe Generale de Belgique.

Bankers:

London: Martin's Bank, Ltd.

Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisienne, Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte d'Paris.

New York: National City Bank of New York.

Interest allowed on Current Accounts Tails and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:—

Sterling, £1,500,000 @ 2s. \$15,000,000

Silver 18,500,000

\$33,500,000

Reserve Liability of Proprietors \$15,000,000

Head Office: HONGKONG

Court of Directors:

Hon. Mr. S. H. Dodwell, Chairman.

Hon. Mr. P. H. Holyoak, Deputy Chairman.

Hon. Mr. C. E. Antow

F. C. Butcher, Esq.

A. H. Compton, Esq.

G. T. M. Edkins, Esq.

C. S. Gubbay, Esq.

E. V. D. Parr, Esq.

Chief Manager.

Hongkong—N. J. STARR.

Branches and Agencies:

Amoy, Ipoh, Peking

Bangkok, Johore, Penang

Batavia, Kobe, Rangoon

Bombay, Kuala Lumpur, Saigon

Calcutta, London, S. Francisco

Canton, Lyons, Shanghai

Colombo, Malacca, Singapore

Fookchow, Manila, Sourabaya

Hankow, Nagasaki, Tientsin

Harbin, New York, Tsingtau

Iloilo, Yokohama

London Bankers:

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

Roubles.

Capital (fully-paid) 55,000,000

Reserve Fund 26,900,000

Kpg. Tls.

Capital Contributed by the Chinese Government 3,500,000

Reserve Fund 1,750,000

Head Office: PETROGRAD.

Paris Office: 9, Rue Boudreau.

London Office: 64, Old Broad St. E.C.

Bankers:

London: Messrs. Glyn, Mills, Currie & Co.

Paris: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay, Harbin, Peking

Chanchun, Hongkong, Shanghai

Chefoo, Newchwang, Tientsin

Dairen, Nicolayovsk, Vladivostok

Hailan, Oumur, Yokohama

Hankow, K.

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Tails, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI, G. CARRERE, Managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital \$300,000.00

Reserve \$10,000.00

Deposits (Dec. 31, 1916) \$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Current accounts in both tails and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both tails and dollars, will be furnished on request.

K. P. CHEN, General Manager.

K. KODAMA, Manager.

The Bank of China

(Specially authorized by Presidential Mandate of 15th April, 1915)

Authorized Capital \$60,000,000

Paid-up Capital \$10,000,000

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking

WILL BUILD STEEL SHIPS FOR FRANCE

Contracts Awarded To American Shipbuilding Firm For Six 8,300-Ton Vessels

Portland, Ore., August 1.—Six steel steamers, each of 8,300 tons deadweight, will be turned out at Portland, Oregon for the Republic of France, four contracts having been closed with the Northwest Steel Company and two with the Columbia River Shipbuilding Corporation. So far as is known eight have been let on the Coast, two more having been awarded J. F. Duthie & Co., of Seattle.

J. R. Bowles, president of the Northwest Steel Company, who went to Washington recently, after having had a conference here with Roland Pervus, a marine architect of Paris, and accredited representative of the French Government, has closed for the eight carriers. There has been no question as to the ability of shipbuilders to obtain the contracts, the French Government being willing, but it was necessary to obtain the sanction of the United States Shipping Board, which has been granted.

Cumander At Tacoma.—The Northwest Steel Company has turned out one vessel, the War Baron, which reached Tacoma yesterday, where she will load part cargo and then proceed to Seattle. She is the first Cumander liner ever to visit the Puget Sound. In addition to this steamer there are seven others to be built, four of which are on the ways in various stages of completion. Three of the total are yet held in the name of the original Norwegian owners, while the five others were transferred to the Cumander line, the War Baron being the first for that fleet; the War Viceroy, about ready to launch, is the second, and the War Leopard, to follow her into the water, will be the third.

Seven More Ships.—The Columbia River Shipbuilding Corporation accepted six contracts from Norwegians in opening its yard, later taking two from the Cumander line. The Cumander interests have since purchased five of the Norwegian contracts, so control seven vessels there. The company has decided to lay down a ship on its own account and that vessel has been sold to the French Government, while another will be built for the same order, making 10

ships held by the plant, the first of which will leave the ways in September. The second ship to be launched is for Norwegians and the fact that America is now in the war is expected to mean she will either be disposed of to the Cunard company or to the United States.

The Columbia River plant has three ways and will expand its facilities soon. Its shop capacity is adequate for the new work, having more equipment for turning out machinery than has been required for the contracts up to the acceptance of the French business. The two companies now have 21 contracts and the Albina Engine & Machine Works, which is engaged in turning out steel ships of 3,300 and 3,800 tons, has six orders for Scandinavians.

Piece Goods and Yarn

Messrs. Ilbert & Co., write as follows in their weekly market report:—There is still no appreciable relief from the stagnation which has been prevalent in the market for some weeks past, though a few scattered inquiries from different outlets have helped to check the fall in values to some extent, and in a few instances prices at auction have recovered somewhat from the level touched last week. Possibly these inquiries are only the beginning of a more general demand, and if this proves to be the case we should expect to see prices recovering rapidly as it is certain that most of the up-country centers are practically denuded of supplies, and sellers here would scarcely be disposed to restock them except on their own terms.

The price of silver continues to rise daily and is now at a point not reached for over 25 years. Fortunately it has little bearing on the prices of cloth or yarn, as these are governed solely by the laws of supply and demand, the difficulties of manufacture, and the danger and delays in shipping. On the other hand, a rise in the price of silver is likely to suffer from a further curtailment of her already limited export trade which the rapid rising exchange makes it virtually impossible to carry on for the time being, and the consequent loss of income from sales of her produce is bound to react correspondingly on her purchasing powers.

The crop prospects, except in the flooded areas, are reported to be very good and there appears to be little further danger of damage by typhoons.

Grey Shirtings Generally.—No business of any sort has been made pub-

lic, there being still a complete absence of enquiry.

At the auction sales the tone in the early part of the week was easier, but at the principal auction today prices advanced in the average about two pence per piece, bidding being stimulated by the feeling that demand from the country is likely to set in shortly.

Jeans.—Two transactions, insignificant as to quantity, are reported in Three Eagles 30 yards at Tis. 7.00 and 40 yards at Tis. 9.50.

White Shirtings.—We hear of a sale of Nire "Tab" at Tis. 8.40 to Wuhu. Auction prices were weak at first but they recovered about three pence per piece at the Yuen Fong sale today.

Dyed and Fancy Cottons.—No business to report except in auction goods which followed the same course as grey and whites.

Cotton.—The local staple has again been on the easy side, with two or three days temporary steadiness while the recent typhoon was passing this neighborhood. Fortunately little damage appears to have been done and forward sellers are again in predominant. Prices are purely nominal but we quote Shanghai at Tis. 24.00 to Tis. 24.50, Tungkong at Tis. 26.00 to Tis. 26.50, and Shensi at Tis. 27.00 to Tis. 27.50, though higher rates are asked for the first pickings of the crop.

Refrigerated Liverpool quotations are: Middlesbrough American at 19.25d, Egyptian at 30.75d, and Bengals at 16.65d per lb.

Local Yarn.—Demand remains very sluggish and sellers continue to lower their rates without inducing much business. A few sales are reported to us as follows:—

No. 16's—300 Bales Watermoon at Tis. 165.00.

No. 19's—200 Bales Three Men at Tis. 170.00, 300 Bales Man and Go's at Tis. 180.00 and 300 Bales Watermoon at Tis. 180.00.

Indian Yarn.—No sales have been made in these spinings as far as we can learn.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

There is no change to report in the condition of the local share market, which continues to be exceedingly dull and lifeless. No feature calls for special comment.

BAR SILVER

London, August 23.—Today's silver prices were:—

Bar Silver Spot: 44½d. Nothing offering, Steady.

Previous Quotation, London, Aug. 22:—

Bar Silver Spot: 44½d. Firm.

Shipping Items

The C.N. s.s. Sunning left Hongkong for Shanghai on Wednesday. The I.C. s.s. Suwo left Hankow for Shanghai on Thursday. The C.N. s.s. Chungking left Hankow for Shanghai on Thursday. The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Tungkong left Tientsin for Shanghai via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangwan left Hankow for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Sulyang Maru left Hankow for Shanghai on Friday.

The I.C. s.s. Wingsong left Hongkong for Shanghai via Swatow on Wednesday morning.

The I.C. s.s. Esang left Hongkong for Shanghai via Swatow on Friday.

The N.S. s.s. Ningshao left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangwa left Hankow for Shanghai on Friday.

The N.K.K. s.s. Tates Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Kwanglee left Hongkong for Shanghai on Thursday.

The I.C. s.s. Kingsing left Tientsin for Shanghai via Chefoo, Weihaiwei and Tsingtao yesterday.

The I.C. s.s. Luoho will leave Hankow for Shanghai today.

The C.N. s.s. Shengking will leave Tientsin for Shanghai via Chefoo and Weihaiwei today.

The C.N. s.s. Hinfung left Tientsin for Shanghai via Chefoo on Friday.

The I.C. s.s. Futwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Futun will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Fengtien will leave Tientsin for Shanghai via Chefoo and Weihaiwei on Tuesday, Aug. 28.

The C.N. s.s. Chunan will leave Hongkong for Shanghai on Tuesday, Aug. 28.

The H.O. s.s. Tehhsing will leave Hankow for Shanghai tomorrow.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK Quotations Closing

Banks

H. K. and S. B. 5500 S.

Chartered 164 10s.

Indo-Asiatic 200

Cathay, ordy 630

Marine Insurances

Canton 11s. 32s.

North China 11s. 14s.

Union of Canton 11s. 79s.

Tangsho 11s. 19s.

Fire Insurances

China Fire 11s. 14s.

Hongkong Fire 11s. 300 B.

Shipping

Indo-China Def. 11s. 100

"Shell" 11s. 10s. 1d.

Shanghai Tug (O) 11s. 18

Shanghai Tug (I) 11s. 46½

Kochin 11s. 36

Mining

Kaiping 11s. 9.00

Philippine 11s. 9.00

Raub 11s. 3.65 S.

Docks

Hongkong Dock 11s. 11s.

Shanghai Dock 11s. 8s.

New Eng. Works 11s. 12½ S.

Wharves

Shanghai Wharf 11s. 6s. 8.

Hongkong Wharf 11s. 7s. 8.

Lands and Hotels

Anglo French Land 11s. 8s.

China Land 11s. 10s.

Shanghai Land 11s. 7½

Wahaiwei Land 11s. 9s.

Shanghai Hotels Ltd. 11s. 9s.

China Realty (ord) 11s. 5s.

China Realty (pref.) 11s. 5s.

Cotton Mills

E-w. 11s. 163½ S.

E-w. Pref. 11s. 100

International 11s. 9s.

International (pref.) 11s. 6s. 6.

Laou-kung-now 11s. 4s.

Oriental 11s. 13s. 2.

Shanghai Cotton 11s. 10s. 10.

Kung Yik 11s. 10s. 10.

Yangtsepoos 11s. 10s. 10.

Yangtsepoos Pref. 11s. 10s. 10.

Industrials

Butler Tile 11s. 12s.

China Sugar 11s. 7.35

Green Island 11s. 14 S.

Langkat 11s. 10s.

Shanghai Sumatra 11s. 10s. 10.

Stores

Hill and Holt 11s. 11s.

Llewellyn 11s. 10s.

Lane, Crawford 11s. 10s.

Moutrie 11s. 10s.

Watson 11s. 10s.

Weeks 11s. 15½ S.

Rubbers (Local)

Alma 11s. 9

Amber 11s. 13s.

Anglo-Java 11s. 14½ B.

Anglo-Dutch 11s. 5s.

Ayer Tawah 11s. 31 B.

Batu Anam 1913 11s. 0.90 B.

Bukit Toh Alang 11s. 1 B.

Bute 11s. 1.05 B.

Chemor United 11s. 1.05 B.

Chempedak 11s. 1.05 B.

Cheng 11s. 1.05 B.

Consolidated 11s. 1.05 B.

Dominion 11s. 1.05 B.

Gula Kalumpung 11s. 1.05 B.

Java Consolidated 11s. 1.05 B.

Kamunting 11s. 1.05 B.

Kapaya 11s. 1.05 B.

Karan 11s. 1.05 B.

Kota Bahros 11s. 1.05 B.

Krook Jawa 11s. 1.05 B.

Padang 11s. 1.05 B.

Pengkalan Durian 11s. 1.05 B.

Permat 11s. 1.05 B.

Rapah 11s. 1.05 B.

Samsagas 11s. 1.05 B.

Seekee 11s. 1.05 B.

Semambu 11s. 1.05 B.

Senawang 11s. 1.05 B.

Shanghai Klabang 11s. 1.05 B.

Shanghai Malay 11s. 1.05 B.

Shai Malay-pref. 11s. 1.05 B.

Shanghai Pahang 11s. 1.05 B.

Sungai Duri 11s. 1.05 B.

Sua Manggis 11s. 1.05 B.

Shai Kalantan 11s. 1.05 B.

Shanghai Seremban 11s. 1.05 B.

Taiping 11s. 1.05 B.

Tanah Merah 11s. 1.05 B.

Tehong 11s. 1.05 B.

Tioh 11s. 1.05 B.

Ziangbe 11s. 1.05 B.

Miscellaneous

C. I. and E. Lumber 11s. 11s.

Cutty Dairy 11s. 10 S.

Shai Elec. and Asb. 11s. 10 S.

Shanghai Trams 11s. 6s. 8.

Shanghai Gas 11s. 21 B.

Horse Bazaar 11s. 30

Shanghai Mercury 11s. 30

Shai Telephone 11s. 7s. 8.

Shai Waterworks 11s. 22s.

S. Sellers, Sa., Sales, B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. 398

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijnbouw en Landbouweexploitatie in Langkat:

"The output of crude oil for August 23 was 74 tons."

Passengers Arrived

Per C.M. s.s. Kiangwan from Hankow:—Mr. H. P. Sallor, Mrs. and Miss Devonport, Mr. and Mrs. Hamilton, and Miss Mayhen.

Per C.N. s.s. Shantung from Tientsin:—Mrs. Papagika, and Mr. A. H. Thomas. From Chefoo:—Mr. and Mrs. Islet and son, Mr. and Mrs. Entwistle and son, Mrs. and Miss Arthur and Mrs. Arthur, Mrs. Perry, Messrs. S. Murray, H. Layrol, Bannister, and

Sheshire. From Weihaiwei:—Mr. and Mrs. Cheetham and daughter, Mrs. Kn. pechild, and Mr. Beaumont. Per N.Y.K. s.s. Omi Maru from Japan:—Messrs. E. D. Ware, J. Patterson, and L. J. Bridger, Mrs. L. Pest, Miss G. M. Cubbin, Mrs. J. Simos, Mrs. A. M. Wood, Miss A. G. Chashan, Mrs. M. Dalton and child, Mr. J. Daton, Mrs. E. A. Nottingham, Mr. E. A. Nottingham, Mr. J. Travess, Mr. P. S. Page, Mr. F. Ward, Mr. J. L. Stellingwerf, Mr. T. A. Turner, and Mr. S. March.

Per C.M. s.s. China from San Fran-

cisco and Honolulu:—Mr. and Mrs. J. G. Gold, Mr. and Mrs. W. H. Turner, Mrs. M. W. Straight, Misses A. Melton, and Grace McCarty, Messrs. L. C. Arlington, E. Brusendorf, G. E. Brown, I. T. Chow, M. L. Chiang, H. F. Skotton, M. W. Straight, H. Stralght, R. Stralght, F. Sun, K. Y. Tsui, and H. E. Yee, and Dr. T. R. Hwang. From Nagasaki:—Mr. and Mrs. Lenore, Mrs. Harston, Mrs. E. Hoorn and infant, Mrs. Moffett, Mrs. D. A. Scott, Mr. and Mrs. J. B. Scott and child, Misses S. Marco Scott, and M. Schwartz, Messrs. de Berry, R. D. Kappelen, J. B. Loucks, R. J. Moon, E. E. Parsons, F. Falter, and R. J. Tobin.

AMUSEMENTS

APOLLO THEATRE

Programme for August 25th and 26th

TONIGHT

TONIGHT

"THE HEART OF A SOLDIER"

A strong and touching drama, with all the details of the present war, played by the best artists of France.

In Three Parts.

Pathe's British, French and American Gazettes

Depicting all the principal events.

"AT THE RISK OF HER LIFE"

One reel, Kalem Drama

"COURT HOUSE CROOKS"

Keystone Comedy

In Two Parts, featuring Ford Sterling.

MATINEE Today, at 3 p.m.

Showing 7th and 8th Episodes of

"LIBERTY"

Four Reels.

TOMORROW NIGHT

TOMORROW NIGHT

"LIBERTY"

Thrilling and Sensational Serial, in 20 Episodes, each two reels.

Showing 9th and 10th Episodes, entitled:

"TRAPPED" and "THE HUMAN TARGET"

Four Reels

Pathe's British, French and American Gazettes

Depicting all the principal events

"LOVE'S CURIOSITY"

An amusing comedy

"THE WOOING OF AUNT JEMIMA"

Nestor Comedy

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 1	8:00	Victoria B.C. and Seattle	Sado maru	Jap.	N.Y.K.
1	8:00	San Francisco	Shinyo maru	Jap.	N.Y.K.
1	8:00	San Francisco	Shidzuka maru	Jap.	N.Y.K.
1	8:00	San Francisco	Renador	Am.	P.M.S.S.Co.
1	8:00	Tacoma & Seattle	Mexico maru	Jap.	O.S.K.

FOR JAPAN PORTS

Aug 28	5:30	Moji & Kobe	Sado maru	Jap.	N.Y.K.
28	5:30	Moji, Kobe & Osaka	Shinyo maru	Jap.	N.Y.K.
28	5:30	Moji, Kobe & Osaka	Shidzuka maru	Jap.	N.Y.K.
28	5:30	Moji, Kobe & Osaka	Renador	Am.	P.M.S.S.Co.
28	5:30	Moji, Kobe & Osaka	Mexico maru	Jap.	O.S.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Sept 5	11:00	Liverpool via ports	Hitchi maru	Jap.	N.Y.K.
19		London etc.	Iyo maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Aug 28	8:00	Swatow, Hongkong & Canton	Br. B. & S.
28	8:00	Swatow, Hongkong & Canton	Br. B. & S.
28	8:00	Swatow, Hongkong & Canton	Br. B. & S.
28	8:00	Swatow, Hongkong & Canton	Br. B. & S.
28	8:00	Swatow, Hongkong & Canton	Br. B. & S.

FOR NORTHERN PORTS

Aug 28	10:00	Swatow, Hongkong & Canton	Br. B. & S.
28	10:00	Swatow, Hongkong & Canton	Br. B. & S.
28	10:00	Swatow, Hongkong & Canton	Br. B. & S.
28	10:00	Swatow, Hongkong & Canton	Br. B. & S.
28	10:00	Swatow, Hongkong & Canton	Br. B. & S.

FOR RIVER PORTS

Aug 28	8:00	Swatow, Hongkong & Canton	Br. B. & S.
28	8:00	Swatow, Hongkong & Canton	Br. B. & S.
28	8:00	Swatow, Hongkong & Canton	Br. B. & S.
28	8:00	Swatow, Hongkong & Canton	Br. B. & S.
28	8:00	Swatow, Hongkong & Canton	Br. B. & S.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Arrive
Aug 25	Vladivostok	Kiangtong	2019	Chi.	C.M.S.N.Co.	KLW
25	Japan	Kansu	1862	Br.	B. & S.	WTW
25	Japan	China	5060	Am.	C. & S.S.Co.	
25	Japan	Urak maru	1288	Jap.	M.B.K.	MBKW
25	Hankow	Kw. Lee	576	Chi.	C.M.S.N.Co.	YEDW
25	Hankow	Tafoo maru	1756	Jap.	N.Y.K.	LPDW
25	Hankow	Tungting	1264	Jap.	B. & S.	CNW
25	Hankow	Kiangwah	2101	Chi.	C.M.S.N.Co.	KLW
25	Hankow	Nanyang maru	1968	Jap.	N.Y.K.	NTKW
25	Cruise	Brooklyn		Am.		

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Aug 25	Hankow & Canton	Kiangtong	2019	Chi.	C.M.S.N.Co.
25	Swatow	Shanghai	1862	Br.	B. & S.
25	Japan	Kansu	5060	Am.	C. & S.S.Co.
25	Japan	Urak maru	1288	Jap.	M.B.K.
25	Hankow	Kw. Lee	576	Chi.	C.M.S.N.Co.
25	Hankow	Tafoo maru	1756	Jap.	N.Y.K.
25	Hankow	Tungting	1264	Jap.	B. & S.
25	Hankow	Kiangwah	2101	Chi.	C.M.S.N.Co.
25	Hankow	Nanyang maru	1968	Jap.	N.Y.K.
25	Cruise	Brooklyn		Am.	

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangtong, Capt. A. S. Malcolm, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co's Str. Tafoo Maru, Capt. S. Hosokawa, will be despatched from pootung N.Y.K. wharf on Monday, Aug. 27, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW & PORTS.—The Str. Kiangwah, Capt. John McArthur, will leave on Monday, night. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co's Str. Nanyang M. Capt. K. Takehita, will be despatched from N.Y.K. wharf on Tuesday, August 28, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

For Southern Ports

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Str. Anhui, Capt. Eddy, will leave from the French Bund direct for the above ports on Sunday, August 26, at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hain Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, August 27, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning Captain W. L. Jones will leave from the French Bund direct for the above ports on Tuesday, Aug. 28 at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The Str. Kwanglee, Capt. A. P. Saugster, will leave on Tuesday, morning, For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Shantung, Captain Meathrel, will leave from the French Bund direct for the above ports on Thursday, August 30, at 9 a.m. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

AMOY & SWATOW.—The China Navigation Co.'s Str. Hoihow, Capt. Cogan, will leave on Thursday, Aug. 30, at 9 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

TAKAO (FORMOSA) via FOCHOW and KEELUNG.—The Steamer Kohoku Maru Capt. K. Saito, will be despatched from the Co's Yangtze-poo wharf on Aug. 31, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

HONGKONG.—The Str. Canada Maru, Captain T. Suruga, will be despatched from the Co's Yangtze-poo wharf on September 25 at 10 a.m. The steam-launch conveying passengers on board will leave the customs jetty at 10 a.m. on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

For Northern Ports

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Shantung Capt. Northcombe will leave from the French Bund on Sunday, August 26, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO and NEWCHANG.—The Str. Hsinkong, Capt. J. Halkett, will leave on Sunday, morning, For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Tungchow, Capt. M. Intosh, will leave from the French Bund on Tuesday, August 28, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Str. Wenchow Capt. A. McDowell will leave on Tuesday, Aug. 28 at daylight. For Freight or Passage, apply to Butterfield and Swire Agents Tel. No. 77.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Shengking Capt. Barkus, will leave from the French Bund on Saturday, Sept. 1, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TIEN-TSIN, DAIREN & TSINGTAO.—The Str. Keelung M. Capt. T. Kamiashi, will be despatched from the Co's pootung wharf on Sept. 3, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

For Foreign Ports

TACOMA and SEATTLE, CALLING at VICTORIA B.C. via MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Str. Mexico M. Capt. K. Komiya, will be despatched from on September 19, at 10 a.m. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at 10 a.m. on the same day. For Freight or Passage, please apply to The O.S.K. No. 4, The Bund, Tel. No. 4234 and 4047.

C. N. C. CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luenyi, Nagankin, Poyang, Tatung, Tungting, Chungking and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Singking, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Fakhoh, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIEN-TSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shantung and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Fochow Road.

BUTTERFIELD & SWIRE, Agents, 21-23 French Bund. Freight: Telephone No. 77. Passage: Telephone No. 401.

PACIFIC MAIL S.S. CO.

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Operating the new first-class steamers "Ecuador," "Venezuela" and "Colombia" 14,000 tons each TO SAN FRANCISCO VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe SAILINGS FOR SAN FRANCISCO

S.S. "Ecuador"	Sept. 15, 1917
S.S. "Colombia"	Oct. 13, 1917
S.S. "Venezuela"	Nov. 10, 1917
S.S. "Ecuador"	Dec. 7, 1917

SAILINGS FOR MANILA AND HONGKONG

S.S. "Colombia"	Sept. 22, 1917
S.S. "Venezuela"	Oct. 20, 1917
S.S. "Ecuador"	Nov. 17, 1917
S.S. "Colombia"	Dec. 15, 1917

(Subject to change)

The Safety and Comfort of Passengers our first consideration. Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information re freight and passage, apply to

B. C. HAILE, Agent.

1b Nanking Road (Palace Hotel Building) Telephone 5056. Shanghai.

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SAILINGS FROM SHANGHAI

(Subject to Alteration)

AMERICAN LINE

(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C.

"MEXICO MARU" ... (12,000 tons) Capt. K. Komiya, Sept. 18, 19

(For Hongkong) arr. leave.

"CANADA MARU" ... (12,000 tons) Capt. T. Suruga, Sept. 24, 25

CHINA COASTING LINE

For Tsingtau, Tientsin and Dairen

"KEELUNG MARU" ... (1,569 tons) Capt. T. Kamiashi, Sept. 1 3

For Fochow, Keelung and Takao

"KOHOKU MARU" ... (2,610 tons) Capt. K. Saito, Aug. 29 31

The Company also runs numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:

H. YAMAGUCHI,

OSAKA SHOEN KAISHA

Manager, Union Building, 4 The Bund.

Tel. Address: SHOEN, SHANGHAI. Tel. 4047, 4234.

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QUICKEST TIMES ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver in connection with the Canadian Pacific Railway

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MONTEAGLE

Shanghai to Vancouver

CANADIAN PACIFIC RAILWAY

VIA

GLACIER, FIELD, LAKE LOUISE, BANFF

Along the Fraser and Thompson River Canyons

Through the Selkirk and Canadian Rockies

Every facility of our office is at your disposal in planning trips, and we shall be pleased to quote fares to any point, and work out itineraries from starting point to destination.

For further information regarding passenger fares, sailings, etc., apply to

G. M. JACKSON

General Agent, Passenger Department, 18-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading, quotation of freight rates, etc., apply to

L. E. N. RYAN, Agent,

Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

T. K. K. TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

SEMI-TROPICAL ROUTE.

To San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

"SHINYO MARU" ... 32,000 tons	Sept. 10 1917
"KOREA MARU" ... 20,000 "	Oct. 8 "
"SIBERIA MARU" ... 18,000 "	Oct. 18 "

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class outside and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Agent,

North China Insurance Co.'s Building (Entrance, 71 Soochuen Road) Telephone No. 4229.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU

SEPT. 8, NOV. 19, JAN. 31

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE REDUCED RATES TO MISSIONARIES

FOR HONGKONG

NOV. 6, JAN. 17

G. J. PETROCELLI, FRT. AND PASS. AGENT

NO. 6 KIUKIANG ROAD.

PHONE 4773.

4TH FLOOR

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW!

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(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration.)

EUROPEAN LINE.
For London or Liverpool via ports.
(For Liverpool.)

Ship	Tons	Sept.
*HITACHI MARU	12,500	5
ITO MARU	12,500	10
*KITANO MARU	16,000	30

FOR HONGKONG.
SHIDZUOKA MARU ... 12,500 ... Aug. 31

AMERICAN LINE.
Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

Ship	Tons	Capt.	Sept.
SADO MARU	12,500	Capt. K. Shinohe	1
SHIDZUOKA MARU	12,500	Capt. I. Noma	17
INABA MARU	12,500	Capt. K. Higo	13

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

Ship	Tons	Capt.	Sept.
OMI MARU	7,000	Capt. M. Machida	28
CHIKUGO MARU	5,500	Capt. Y. Yui	1
YAWATA MARU	7,000	Capt. K. Yasuhara	4
YAKUAI MARU	5,000	Capt. K. Takano	8
YAMASHIRO MARU	7,000	Capt. K. Sudzuki	11

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

Ship	Tons	Capt.	Sept.
KASUGA MARU	7,000	Capt. K. Yagiu	30
KUMANO MARU	5,500	Capt. S. Saito	6

KORE TO SEATTLE.
TAMBA MARU ... 12,500 Capt. K. Akamatsu, Oct. 5

FOR JAPAN.
SADO MARU ... 12,500 Capt. K. Shinohe, Sept. 1
KITANO MARU ... 16,000 Sept. 6

AUSTRALIAN LINE.
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

Ship	Tons	Sept.
TANGO MARU	14,000	18, 1917
NIKKO MARU	10,000	Oct. 18
*KI MARU	12,500	Nov. 13, 1917

ALCUTTA LINE.
Regular Fortnightly Service between Yokohama and Alcutta (calling at Shanghai on homeward voyage.)

COMBAY LINE.
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai. Tel. No. 2723.

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Central Powers

ALL SUBMIT TRADE FIGURES

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fense That Holland Gave
Britain Preference

Washington, July 18.—All the neutral nations of Europe have submitted statements to the United States concerning their export trade, and several have protested their innocence of the charges that they have been selling to Germany commodities purchased in this country.

It is not expected by the State Department that there will be formal correspondence with the neutrals, such as took place between the United States and Great Britain and the United States and Germany over controversies relating to neutral rights. State Department officials believe all the difficulties which arise from the application of export restrictions affecting the neutral countries can be adjusted by negotiation.

It was disclosed today that Great

Britain had made many guarantees to some of the neutral countries out of consideration for concessions made during the war by them, and for this reason would not insist upon an absolute cessation of commerce by the rest of the world with them. The complete extent and force of these agreements is not known, but they were made necessary, it was stated by an authority today, in order to make the British blockade of Germany most effective.

Assurances to England
The blockade was enforced by patrol visit and search and prize court proceedings and these measures were supplemented by the agreements with the neutral countries under which the rationing system for the neutrals was instituted. Great Britain was assured that goods bought in America and transported to the neutral countries would not be re-exported into Germany.

Despite these agreements, considerable quantities of goods purchased in the United States did find their way into Germany, but the British system had reached its maximum of efficiency before America entered the war. The exports policy of the United States will supplement the system and the effect of it will be to perfect the British blockade, although it is believed this Government will respect the agreements concluded by Britain

with the neutral countries concerning their necessary supplies.

Official Dutch figures, which it is asserted, refute the statement by W. L. F. C. Van Rappard, the Netherlands Minister to the United States, that Holland supplied a larger quantity of her home products to England than to Germany, were obtained here today. These statistics, taken from official Dutch records, show that Dutch shipments to Germany and to England in the first three months of the present year were as follows:

To Germany—Butter, 1,845 tons; cheese, 3,272 tons; eggs, 3,443 tons.
To England—Butter, 513 tons; cheese, 2,494 tons; eggs, 593 tons.

The potato flour shipped to Germany in the same period by Holland amounted to 5,616 tons.

Unofficial statistics have been produced to show that in last April 3,500 tons of butter were exported by Holland to Germany and 1,200 to England. The only instance where the Dutch exports to England exceeded those to Germany was in the shipments of cheese in April, England receiving 2,200 tons and Germany 2,000 tons.

Expected Correct Figures

It was remarked in an authoritative quarter today that this Government expects no difficulty in obtaining the correct and official figures relating to the exports from any neutral country, and that it will not be misled by any unfair manipulation of figures. Inasmuch as all the favors sought are in the power of the United States to grant, it was believed that neutral Governments would hesitate before deliberately seeking to mislead by falsifying statements of export and imports.

The Exports Council soon will be in possession of exact data concerning all the commerce of the European neutrals with the Central Powers, this information coming both from the State Department's diplomatic and consular representatives in Europe and from the allied Governments, and not only covering the present period, but ante-dating the war and including every month up to the present time. The trade charts will reveal also the necessities of the neutral Governments, the limits of their own production, their utilization of land available for the production of necessities but which are devoted to the production of exportable commodities needed by the Central Powers, and other data which will furnish the council with all information it desires.

MORE U.S. TROOPS ARRIVE IN LONDON

Huge Crowds Give Rousing
Welcome As They Parade
Through Streets

London, August 16.—Another contingent of American troops, arriving here, engaged in festive parade through the streets of London today. They were given a rousing welcome by huge crowds which lined the streets and acclaimed their enthusiasm for the new ally.

Press Can't Tell Of Arrivals Of American Soldiers In France

Washington, July 31.—The press has been requested not to mention the arrivals of the American troops in France. Censorship has been made more severe. George Creel says excuses of misunderstandings have been exhausted and that resentment may be felt by the press, but that the regulations are necessary.

THROUGH PASSENGERS BARRED AT HONOLULU

Washington, August 5.—It has been decided by the government that no through passengers on vessels calling at Honolulu or Manila will be allowed to land at those ports, a department of the treasury order to this effect having been issued yesterday.

This step, which will prevent any passengers from landing at those places unless they be ports of destination is taken, it is announced, to prevent possible communication with the enemy as to conditions obtaining there.

Vessels To Arrive

From London
Fushimi Maru ... Sept. 4
Hirano Maru ... Sept. 18

From San Francisco
Columbia ... Sept. 22
Korea Maru ... Sept. 17
Siberia Maru ... Sept. 27

From Tacoma
Canada Maru ... Sept. 24

From Seattle
Kamakura Maru ... Sept. 17
Shidzuoka Maru ... Aug. 31

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Commander
Sept 14	Bankow	Albena	4769	Ger	U.S.
June 29	Daly	Alma	585	Br.	M. B. Co.
Aug 4	Daly	Asoson maru	1221	Jap.	M. B. Co.
Aug 24	Hongkong	Anhui	1851	Br.	B. & S.
Aug 4	Hongkong	Bohemia	4285	Am.	Aug. Lloyd
Aug 5	Hongkong	Chiaif	3868	Am.	Aug. Lloyd
Aug 8	Hongkong	D. Rickmer	4651	Ger.	E. D. & Co.
July 17	Hongkong	Donnell	1844	Am.	Pengke & Co.
Dec 27	Nankin	Fortuna	182	Ger.	H. D. & Co.
Aug 21	Bankow	Hampden	581	Chl.	H. Y. P. I. Co.
Aug 21	Japan	Hirano maru	385	Jap.	M. B. Co.
Aug 23	Chinwangtao	Heinkong	1267	Chl.	C. M. S. N. Co.
Aug 23		H. Luckenbach	3867	Am.	Robert Dollar
July 28	Chinwangtao	Kenkon maru	1682	Jap.	M. B. Co.
Aug 13	Bankow	Eier shin	613	Chl.	Williams & Co.
July 14	Bankow	Kianfo	1468	Chl.	C. M. S. N. Co.
July 14	Bankow	Veldt	1682	Ger.	Melcher
Aug 2	Tsingtao	Nagasaki maru	3817	Jap.	Suzuki & Co.
Aug 23	Hongkong	Namur	6001	Br.	P. & O.
July 19	Tsingtao	Obiaf	3868	Am.	Aug. Lloyd
July 19	Hongkong	Ussell	3119	Am.	Aug. Lloyd
Aug 21	Hongkong	Sunrise	1570	Br.	B. & S.

*Taken over by the Chinese Government on March 14.
†Taken over by the Chinese Government on August 14.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
U.S.B.	Apr. 11	Interned	Decider	Fr-g-b.	630			
Int. DW	Apr. 11	do	D. de Lagree	Fr-g-b.				
S.P.	Apr. 11	do	Fushimi	Jap-g-b.	180			
P&O	Apr. 29	do	Palos	Am-g-b.	191	2	43	Delano
BBN	Apr. 18	do	Quiro	Am-g-b.	4	55		Lewis
P&O	Apr. 14	do	Samar	Am-g-b.	245	4	32	Brown
S.P.	Apr. 11	do	Turma	Jap-g-b.	190			
S.P.	Apr. 11	do	Toba	Jap-g-b.				
RNR	Apr. 14	do	Villalobos	Am-g-b.	370	4	55	Partello
GNWP	Apr. 11	do	Woodcock	Br-g-b.	159			
	Aug. 21	Cruise	Woodcock	Br-g-b.				

Classified Advertisements

APARTMENTS

WITH GERMAN COUPLE,
two cool, unfurnished rooms, bath-
room, servants' quarters; board
optional. Use of kitchen, if desired.
Apply to Box 4, THE CHINA
PRESS.

TO LET, furnished or unfurnished,
2 rooms. Apply 65 Broadway
Terrace.

IN A COMFORTABLE home,
cosy, cool room free. Good table.
Tennis, garage; terms most moder-
ate. Apply to Box 487, THE
CHINA PRESS.

OFFICES, ETC., TO LET

TO LET, office (one room) in the
Central district, opposite Chinese
Post Office. Apply to Geog. &
Togop. Society of China, 8a Peking
Road.

HOUSES TO LET

TO LET, No. 4 Annam Road,
five-roomed house, small garden,
two bathrooms, stable. Tls. 85 per
month. China Realty Co., Ltd.,
39 Nanking Road.

TO LET, from Sept. 15th, No. 73
Route Vallon, large modern resi-
dence, tennis lawn, light, water and
taxes, Tls. 150 per month. China
Realty Co., Ltd., 39 Nanking Road.

TO LET, six-roomed, furnished
house in Bubbling Well district,
with tennis court, stables, etc. Price
Tls. 75 per month. Apply to Box
483, THE CHINA PRESS.

SITUATION VACANT

WANTED, good stenographer for
large local hong. Please apply,
stating nationality, salary, experi-
ence, etc., to Box 12, THE
CHINA PRESS.

WANTED: A young foreigner
as office assistant in a British firm.
Must have practical knowledge of
double-entry bookkeeping, and be
well recommended. Reply, stating
nationality, age, qualifications and
salary required to Box 9, THE
CHINA PRESS.

WANTED by an American
family, a mother's helper and com-
panion to assist in care and educa-
tion of two small children. Good
home. Apply to Box 500, THE
CHINA PRESS.

WANTED, first-class stenograph-
er, Allied. State nationality, ex-
perience, salary, references. Apply
to Box 488, THE CHINA PRESS.

COMPRADORE WANTED for
an import and export firm. Re-
ferences and guarantee required.
Apply to "A.B.C." c/o THE
CHINA PRESS.

TRANSLATIONS

TRANSLATOR, who has con-
siderable experience in legal, con-
sulate, syndicate, journalistic, com-
mercial and official translation
work, undertakes translation in
English and Chinese of agreements,
petitions, letters, legal documents,
advertisements, and commercial
documents, etc. Please apply to
Chang Nieh-yun, c/o 1-a Peking
Road, or P.D., 159 Haining Road,
opposite West End Lane.

CHINESE GOVERNMENT RAILWAYS TIENTSIN-PUKOW LINE TIME TABLE

(Published by order of the Administration)
000 = Midnight, 1330 = 130 p.m.
July 1st, 1917, and until further notice

Local	Mail	Local	Mail	Local	Mail	Local	Mail	Local	Mail
101	102	103	104	105	106	107	108	109	110
101	102	103	104	105	106	107	108	109	110
111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130
131	132	133	134	135	136	137	138	139	140
141	142	143	144	145	146	147	148	149	150
151	152	153	154	155	156	157	158	159	160
161	162	163	164	165	166	167	168	169	170
171	172	173	174	175	176	177	178	179	180
181	182	183	184	185	186	187	188	189	190
191	192	193	194	195	196	197	198	199	200

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"
Conventional Signs.
300 = train runs on Thursday only. 230 = train runs on Fridays only.
300 = on trains marked thus passengers must hold additional place tickets.
B = train has buffet car with regular meal service
S = train has sleep. accomm. 1st & 2nd class. S = train has only 1st class sleep. accomm.
Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuehchowfu or Pukow.
By Order.
THE TRAFFIC MANAGER.
Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before 5 p.m. on Friday.

BRON'S MOTORS

SCRIPPS, MARINE MOTORS

BROOKE MARINE MOTORS AND MOTORBOATS

KROMHOUT MOTORS

LIPS, LOCKS AND SAFTS

MORSE'S CALCARIUNS

VELURINE PAINTS AND VARNISHES

Sole Agents:

TEMA

6 Avenue Edward VII. Telephone 462/3

BROWN SHOE CO.

ST. LOUIS, U.S.A.

THE WORLD'S LARGEST INDIVIDUAL SHOE MANU-
FACTURERS. MAKERS OF THE FAMOUS

"BUSTER BROWN"
SHOE FOR CHILDREN

A BRANCH OFFICE HAS BEEN OPENED AT
44 SZECHUEN ROAD

WHERE A COMPLETE LINE OF SAMPLES IS ON VIEW

INSPECTION INVITED

SHOES READY FOR DELIVERY AT ST. LOUIS.

L. J. GRIFFEN, MANAGER.

If You Want to Know

- 1.—What are China's treaty relations with foreign states? What is their history?
- 2.—What are the foreigner's privileges and disabilities in China?
- 3.—How do these privileges affect the present international status of China?
- 4.—With the entry of China into the War, what are the problems of treaty revision at the Peace Conference?

GET

"THE LEGAL OBLIGATIONS ARISING
OUT OF TREATY RELATIONS BE-
TWEEN CHINA AND OTHER STATES"

By M. T. Z. TYAU, LL.D. (London), Lecturer
on International Law, Tsing Hua College, Peking

With Prefaces by Sir John Macdonell, K. C. B., LL. D.,
and Honourable Wu Ting-fang, LL. D., and seven
Appendices containing the texts of China's latest
treaties with foreign states (1914-1917)

JUST OUT

Quarto, pp. xxii + 304. Price \$5.00 Net.

Published by the Commercial Press, Ltd.
On Sale at all Booksellers

RING UP 3809

for a comfortable 5-passenger car

PER HOUR \$4.00 PER HOUR

CENTRAL GARAGE CO., LTD.

2a Jinkee Road.

The Shanghai
Chemical
Laboratory
No. 4 Canton Road

Business and Official Notices

The Amherst Rubber Estate, Ltd.

(in voluntary liquidation)

NOTICE is hereby given in pursuance of Section 188 of the Companies Ordinance, that a General Meeting of the members of the above-named company will be held at the offices of Messrs. R. N. Truman & Co., 13 Nanking Road, Shanghai, on Wednesday, the 29th day of August, 1917, at 4.30 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted, and the property of the company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by extraordinary resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.

S. A. SETH,
Liquidator.
Shanghai, 16th July, 1917.

NOTICE

Until further notice the business of the undersigned concern will be conducted at No. 13 Nanking Road, Room 11, 2nd Floor of the Whiteaway, Laidlaw building. All communications should be sent to the undersigned at the above address. Telephone 4757.

ALFRED C. DAVIS,
Trustee for International
Import & Export Co., Inc.

"For indecision brings its own delays, and days are lost lamenting o'er lost days. Are you in earnest? Seize this very minute. What you can do, or dream you can do, begin it. Boldness has genius, power, and magic in it. Only engage, and then the mind grows heated. Begin, and then the work will be completed."

WIDLER & COMPANY
CHUNGKING, WEST CHINA
Born 1915—Still Existing.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table or cooking.

TASMANIAN "J.X.L." JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

Imported by

GEDDES & CO., LTD.
Tel. 346, 5 Peking Road.

Business and Official Notices are Continued on Page 15

Shanghai Race Club

AUTUMN MEETING, 1917

Applications for Stabling, Saddle and Tiffin Rooms, also licences for Head Mafoos and Riding Boys for the half-year ending 28th February, 1918, must be forwarded to the undersigned before 6 p.m., on Thursday, 30th instant.

Forms of application will be found on the notice-board in the Grand Stand.

The Courses will be open for Training on Saturday, 1st September, 1917, and the licences referred to above will be issued at 9 a.m. on Monday, 3rd September, 1917.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
14871

NOTICE

I have this day opened a branch office at No. 17 Museum Road, Shanghai.

FRITHJOF HOEHNE,
General Merchant and
Commission Agent.

Tsingtao/Shanghai, Aug. 24, 1917.
14870 A.28.

FRESH SAMLI

\$1.50 per lb.

FRESH HERRINGS

25 cents each
Motor-Delivery Service

C. EDDIE & CO.
1132-3 Broadway, Shanghai
Tel. North 639

NOTICE

The Shanghai Co-operative Society, Ltd.

Mr. W. J. Davey, having resigned from the Honorary Secretaryship of the above-named Society, and having no further connection with the Committee, it is hereby requested that all correspondence be addressed to the Society and not to individuals.

14844

NOTICE

Notice is hereby given that the undersigned has severed his connection with the China Coast Steam Navigation Co., Ltd., and from date is in no way concerned with any of the transactions of the said firm.

W. H. KEEBLE.

Shanghai, 23rd August, 1917.

14856

Have you tried our

"UPPER CRUST"

Rye Whiskey?

— THE WHISKEY —
— OF QUALITY —

Phone 2021

GARNER, QUELCH & CO.
WINE MERCHANTS
73 Szechuen Road

Insure Your Teeth

against decay by using

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(Made in America)

Get a bottle for

ONE DOLLAR

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3 for \$2.90

AT

Griffiths' Stores

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Telephone West 641

ZUNG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

SEND FOR OUR

PRICE LIST

EVERYTHING FOR THE OFFICE

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4778 4 Canton Road, Shanghai 4778

Just Imported From U. S. A.

Unbreakable Dolls Talcum Powder
Leather Wallets Mother-of-Pearl Buttons
Hair Pins Twinplex Stoppers of
Ladies' Hand Bags Gillette Blades
Hair Clippers Pictures

Prices Very Moderate

CHYO & COMPANY

1134 Szechuen Road (Opposite the Chinese Post Office)

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply. HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEH MINE"

14771

SHANGHAI-NANKING RAILWAY

IMPROVED AND ACCELERATED TRAIN SERVICE ON AND FROM 1st SEPTEMBER, 1917.

The DOWN EXPRESS conveying through passengers from Tientsin, Peking, and the North will be further accelerated, and will arrive at Shanghai North at 21 hours. ADDITIONAL FAST TRAINS will run as under:—

SHN. Dep.	9.10	NKG. Dep.	7.20
NKG. Arr.	16.26	SHN. Arr.	14.20
SHN. Dep.	16.55	WSH. Dep.	7.10
WSH. Arr.	20.10	SHN. Arr.	10.15

This Train will form a connection with the Shanghai-Hangchow-Ningpo Railway down Express, leaving Shanghai North at 14.50 p.m. for Hangchow. The service between Shanghai and Nansiang will be improved by the running of additional trains from Shanghai North at 12.20 and 18.25, returning from Nansiang at 13.20 and 19.10 respectively. An abridgement of the new Time-table is given below.

BY ORDER,
The Traffic Manager.

STATIONS.	Local	Express	Fast	3rd	2nd	1st	Local	Express	Fast	3rd	2nd	1st	Local	Express	Fast	3rd	2nd	1st	Local	Express	Fast	3rd	2nd	1st
SHANGHAI
NORTH
COOCHOW
WUSI
CHANGCHOW
TANYANG
CHINKIANG
NANKING
PUKOW
TSINANFU
TIENTSIN
PEKING

R. Restaurant Cars.

*Connects with through Siberian Service.

S. Sleeping Cars.

SHANGHAI-HANGCHOW-NINGPO RAILWAY

Alteration in Train Service

IMPROVEMENT OF THROUGH CONNECTIONS.

A revised Time-table will be put into operation on and from the 1st September, 1917.

The Up Fast Train will leave Hangchow at 7.00, arriving Shanghai North at 12.05, connecting with the Up Fast Train leaving Shanghai North at 12.45 and arriving Nanking at 19.50.

The afternoon Express for Hangchow will leave Shanghai North at 14.50, and will form a connection with the Shanghai-Nanking Railway additional down fast train from Nanking.

The new abridged Time-table is given below.

BY ORDER,
THE TRAFFIC MANAGER.

SHANGHAI NORTH TO ZAHKOU—"DOWN"												ZAHKOU TO SHANGHAI NORTH—"UP"											
STATIONS		Local	Fast	Slow	Coole & Goods	Local	Ex press	Local	Local			STATIONS		Local	Local	Local	Fast	Slow	Local	Coole & Goods	Ex press	Local	
Shanghai North	dep.	7.35	9.0	0.00	14.50							Zahkou	dep.				6.30	7.55	10.0	14.35	16.05		
Jessfield	dep.	7.51	9.6	10.20	15.16							Hangchow	dep.				7.00	8.30	10.40	14.50	16.20		
Soochow	dep.	7.58	9.28	0.29	15.3							Changchou	dep.				8.04	9.48	11.40	15.20	17.36		
Lungchow Junction	dep.	8.15	9.40	10.47	15.30							Yehai	dep.				8.41	10.31	12.39	16.51	18.40		
												Baohai	dep.				7.15	9.28	11.22	14.10	16.30	19.30	
												Kashai	dep.				7.48	9.58	11.55	14.48	16.54		
												Sungking	dep.				9.05	10.47	12.59	16.08	17.40		
Shanghai South	dep.	7.45	9.10	10.15	13.35	15.00	16.00	16.30	17.35			Lungchow Junction	dep.	8.18	9.43	10.23	11.38	14.08	15.33	17.23	18.23		
Lungchow Junction	dep.	8.15	9.40	10.47	13.53	15.30	16.22	17.07	18.12			Shanghai South	arr.	8.35	10.00	10.45	11.55	14.25	15.50	17.40	18.40		
Sungking	dep.	8.59	10.45	2.02	16.07	17.42																	
Kashai	dep.	9.51	11.52	13.2	16.63	18.43																	
Changchou	dep.	7.40	10.26	12.30	14.85	17.22	19.20																
Yehai	dep.	8.45	11.06	13.15	15.50	17.55																	
Changchou	dep.	9.45	11.4	14.00	16.50	18.24																	
Hangchow	dep.	11.10	12.59	15.25	18.30	19.19																	
Zahkou	arr.	11.35	13.10	15.50	19.01	9.30																	

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.
Tel. 3482

Nos. 8 & 11 Quinsan Gardens

Phone 1946

To let, in No. 11, one large front room, facing the park, with private bath and verandah.

SITUATIONS WANTED

TYPIST, fair stenographer, young lady (American), desires position in mercantile firm. Apply to Box 494, THE CHINA PRESS.

14851 A.26.

LADY steno-typist, with experience, seeks position. Apply to Box 497, THE CHINA PRESS.

14853 A.28.

EXPERIENCED SALESMAN. (Neutral), thoroughly acquainted with American imports and local market, desires position. Excellent references. Apply to Box 481, THE CHINA PRESS.

14818 A.28.

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.

14134

OFFICES TO LET

OFFICE ROOMS, Central. To let, two large, well-decorated office rooms on second floor. Lift, electricity, telephone. Terms unusually moderate. Apply to Box 10, THE CHINA PRESS.

14850 A.29.

LOST OR STOLEN

LOST, strayed or stolen—A black pointer dog in the vicinity of Gordon Road Police Station yesterday morning. Answers to the name of Bob. Reward.

G. M. WHELOCK,
16 Connaught Road.

STRAYED from No. 327 Avenue Joffre, a young, black spaniel dog (bitch). Will find please communicate with above address. Reward if necessary.

148



War's Newest Art of "Make-Up" to Hide Men from Death



Heavy German Concrete Fort Built Under an Old Barn, So as to Be Invisible to Allied Aviators

How the Soldiers Paint Their Faces to Look Like Foliage, Disguise Themselves as Bushes and Build Forts in Haystacks



Ingenious Arrangement of Turf and Trees Over a French Fortified Position to Deceive the Enemy

"MAKE-UP" has become as important to the British soldiers in the war as it ever was to actors on the stage.

Thousands of soldiers on the western front have their faces painted all sorts of colors and patterns in order to make it hard to distinguish them from their surroundings. The "make-up" varies with the season and the character of the country in which they are fighting.

One of the favorite forms of make-up is to paint the faces with streaks of green and brown, which are the commonest colors in nature. The soldier disguised in this way goes forth at night and conceals himself in a clump of bushes, from which he has a good view of a German trench. Then when daylight comes he can snipe at any unsuspecting German who shows his head above the trenches. The painted sniper is so completely fused with the bushes by his make-up that it is impossible for the enemy to see him. He can even move about without being noticed, for his movements are mistaken for the swaying of the foliage in the wind.

The British soldier, when made up in this way, looks a good deal like an old-fashioned American Indian on the warpath. Investigation has indeed already proved that the Indian had a practical object in view when he painted his face fantastically. It was to enable him to deceive the enemy when on the warpath. Observation shows that the Western Indians usually painted their faces with bright colors in harmony with the fierce sun-baked colors of the rocks and plains, while Eastern Indians used more subdued greens and browns, in harmony with the more abundant foliage of their part of the world.

And now modern European soldiers have found that they can learn a valuable lesson from those American Indians. Perhaps if they learn a few more from the same source they will win the war sooner.

Some former actors now in the British army have won a great reputation for their usefulness in making up snipers' faces artistically. This may prove an inspiring suggestion to the many British actors still left in America.

There are many different disguises in which the soldiers try to fool the enemy. Some make themselves up to look like young trees or bushes, and in that disguise boldly move about under the nose of the other fellows.

One sniper has rushed tied round him until at a little distance he looks like a natural clump of rushes in a marsh. Disguised in this way he will crawl out and conceal himself in the middle of a marsh. The trenches are not usually built through marshes, and so the latter are left between the opposing lines, offering an opportunity for snipers and raiders who are brave and clever enough to make their way through them.

It is astonishing how many men are eager for a chance to serve at this desperate work of sniping outside their lines. Sitting at the bottom of a trench is weary and uncomfortable business, and plenty of men are willing to take a bigger risk of death than their comrades for the sake of getting out of the trenches.

In a war where millions of opposed soldiers lie only a few yards apart, where exposure of the human body above the ground usually means certain death, and where the heavens are full of prying eyes, any method of concealment is of vital importance. The disguises are, of course, not only useful for soldiers who are sent out sniping, but for officers who are sent to collect important military information.

The French soldiers use the term "camouflage" for all kinds of tricks to deceive the enemy. They are extremely expert at this art. "Camouflage" may mean a simple trick like holding a soldier's helmet on a stick above the trench to attract the enemy's fire or it may be a more important military operation.

In American military text-books the old French term "camouflage" is still used, meaning a small mine that is sometimes used to throw up a dust and fool the enemy. The similar word "camouflage," by a large extension of the original meaning, is used to cover any trick to deceive the foe.

French soldiers are especially clever at constructing screens to conceal the position of guns and the movements of troops. A train of artillery ammunition being carried along a road offers a tempting target to the enemy aviators, who may break the whole supply by skillfully dropping bombs on it. The French soldiers construct over night an avenue of artificial trees by fastening branches to posts. Behind this their



Big British Guns Made to Look Like Harmless Piles of Hay.



Very Artistic "Make Up" of British Sniper, with Face Made Up to Look Like the Surrounding Foliage.



On the Right is a Turkish Sniper, Disguised with Foliage, Who Crawled Right Up to the British Lines Before He Was Caught.

supplies can move unobserved by the enemy aviators. Elaborate screens of leafage are also used to conceal the guns. These are often more valuable than concrete forts, which offer a good target to the enemy's artillery.

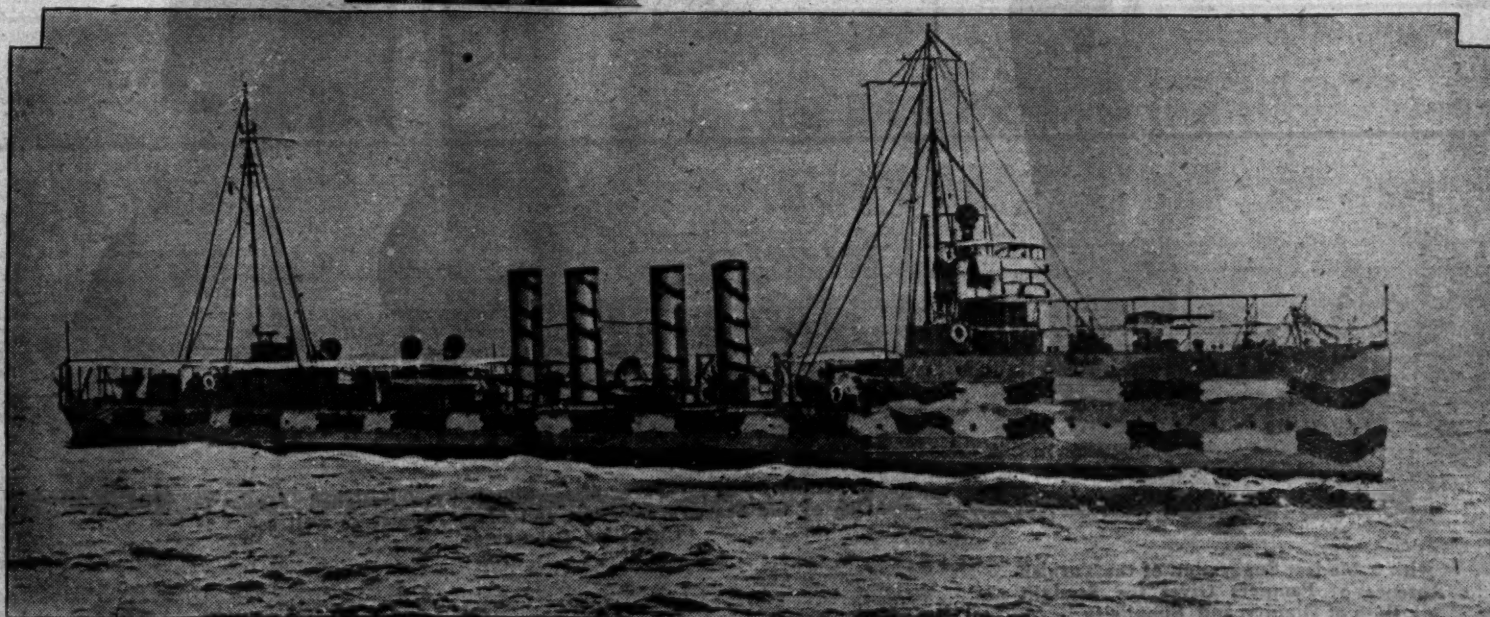
Artificial screens of this kind are often used to conceal the movements of men going to the front. In some cases the French soldiers have moved forward half a mile along a tree-screened road, then disappeared into tunnels and finally reached the front trenches without a suspicion of the fact reaching the enemy.

Night is, of course, used for the movement of troops in the forward fire zone as much as possible, but there are times when reinforcements must be rushed forward by daylight. It is then that ingenious "camouflage" may save many lives and perhaps avoid disaster.

The Germans have not been behindhand at "camouflage" and tricks of all kinds. They have shown great ingenuity in concealing machine guns. Their "machine gun nests" have often been mentioned with admiration by the allied generals.

During the British advance through portions of the "Hindenburg line" they have found very ingenious devices for concealing guns used by the Germans. A heavy fort of steel and concrete holding big guns is built completely beneath the foundations of an old barn, which is left in its original position. An aviator flying over this would have no idea that guns were concealed here.

The Germans built many machine gun pits with steel tops barely rising above the surface of the earth. The tops covered, except for a loophole, with earth and bush, would be invisible to anything but the closest examination. The British infantry in some cases advanced past these guns without discovering them, and then found themselves exposed to a withering fire coming from invisible positions behind them.



Up-to-Date Way of Painting a Warship with Green Streaks to Make Her Hard to Distinguish from the Waves at a Distance.

Simplicity Dresses

Lady Duff Gordon Describes
the Gowns Whose Charm
Lies in "Their Silence"

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Conceit
Which I Have
Named "The
Cloud Maiden"

PHOTOS BY
JOEL PÉDÉ

By Lady
Duff-Gordon
("LUCILE")

WHILE Summer suggests lavishness of color and generosity in expenditure, even as nature is lavish in her display of beauty and fragrance, yet Summer is the time when a woman can look very attractive at less

than the usual cost to her purse.

In general, Summer fabrics are less expensive than Winter ones. Notably there is usually absence of furs, although last year's strange whimsy for wearing furs in Summer is projecting itself into this.

It is a whimsy that I do not in the least approve, because it lacks the essential of good dressing, suitability to the time and place. In my opinion, the only place to wear furs in Summer is Greenland. Alaska and Finland might possibly be included.

In Summer there is, too, the absence of heavy and costly velvets. The items of furs and velvets omitted from the sum of clothes expense, you have greatly lightened it. Omit heavy brocades interwoven with metals and

again there is a potent subtraction from the sum.

Another consideration in the choice, and in the amendments, of your Summer wardrobe is the softening effect that sheer and light weight materials may have upon your beauty. Or, if you are so modest as to deary that term, let us say, your personality. Though I make the concession under protest.

I am showing you to-day on this page a few gowns which I have chosen for their fitness to the season, and have named "Simplicity Dresses." In the narrow green lanes of England I once met a girl whose name was Simplicity. I thought then, and still think, she was the sweetest girl I ever knew. She was so simple, so direct, so wholesome, so free from affectations. It pleases me now and then when I design a girlish costume to give to it her name, Simplicity.

The dress worn by the central figure on this page I have named Simplicity. I hope you like its straight lines, its lack of ostentation, its quality, which I will term "honesty." For there are honest dresses and dishonest dresses. Yes, I assure you there are dresses that are tricky and deceitful. This honest gown is fashioned, as to the bodice, of white Georgette crepe. Its foundation skirt is of crepe. Its overdress is of white organdie, into which are woven roses of deepest pink. The drapery opens at the side over the silk skirt. The girdle and very short sleeves are of organdie.

The lower corner is occupied by a simplicity dress of white net, slightly embroidered and with a suggestion of the Turkish pantalette effect. The skirt is narrow about the ankles. The diminution of the outline about the hips is in marked contrast to former gowns of this and previous seasons.

The maiden in the upper right-hand corner looks like a creature of white clouds, so cool, so nebulous, so graceful, so aerial she appears. My inspiration for a second name for this simplicity dress was "The Cloud Maiden."

A Simple Dress for Sweet Miss Simplicity. Designed for One of the Season's Loveliest and Most Popular as well as Unspoiled Debutantes.

A Simplicity Dress with a Modest Suggestion of the Turkish Pantalette. The Absence of Panniers Gives the Straight Line the Mark Both of Dignity and Simplicity.

Automobiles

SHANGHAI, SUNDAY, AUGUST 26, 1917

1,800 PACKARDS ORDERED IMMENSE FIELDS REMAIN BY U.S. WAR DEPARTMENT FOR PETROLEUM DRILL

Chainless Trucks Costing Over
Five Millions To Aid Uncle
Sam's Forces

An order for 1,800 chainless Packard trucks, representing a money value of \$5,046,550 was received recently by the Packard Motor Car Company from the War Department of the United States. The order specifies the standard three-ton unit which is being widely used for commercial purposes. Deliveries were to start in two weeks and to be spread over a period of several months.

"The Packard Company and every man in the organization justly feels proud that our product is among the very first to be selected by the War Department in its task of equipping a huge army for service abroad," said Alvan Macauley, President and General Manager. "The commercial aspect of the matter is overshadowed by the splendid opportunity to perform a real service by supplying to the government the kind of equipment which may be regarded as essential to the successful prosecution of the war."

"We feel sure that every one of these 1,800 Packards will do its individual bit in army service, and do it just as efficiently as the hundreds of Packards that went down to Mexico or those now being operated by the Allies from Calais to Salonika and along the Russian lines. The trucks, used along the Mexican border were subjected to the most violent abuse, due to terrible conditions of the roads. Some of those used abroad have been burdened with anti-aircraft guns and others with tremendously heavy trench-digging machinery."

President Macauley's first inkling of the government's order came in a telegram from C. R. Norton, general sales manager of the company who had been in Washington for some time keeping in close touch with developments, so that the factory might be instantly advised of the government's requirements.

These 1,800 trucks with the 1,350 previously purchased and placed in different divisions of government service will make in all a total of 3,150 Packards owned and operated by the United States.

Great Strength Of Rubber Tires

Interesting Tests Are Made In
Big Rubber Com-
pany Plant

"Few people realize the downright brute strength of rubber," says N. E. Oliver, sales manager of the Diamond Rubber Company. "They are apt to judge rubber strength by the rubber articles they handle every day—pencil erasers, overshoes and the kind of rubber bands that always break in the wrong place and at the wrong time."

"They would be surprised to see some of the tests conducted on the rubber that goes into the tread of a Diamond tire at the factory. We will give any man a cord or strip of such rubber and let him try his strength with it. He will be surprised to find that it is only after quite a tussle that he can break it, if at all."

"And as for its wearing qualities, well, we just stacked it up against steel a short time ago by blowing a sand blast under enormous pressure on a piece of rubber and a piece of steel. The rubber actually outwore the steel, three to one."

"This remarkable strength in rubber is not by any means the result of haphazard methods or guesswork in the laboratory. Ten years ago the strongest rubber that they could make would today be instantly discarded for use in a modern tire. It has been found that certain ingredients mixed with rubber under certain conditions of year strengthen it by many degrees over its natural strength. And more remarkable still is the fact that rubber can be thus strengthened without losing any of its original elasticity and bounce."

"We frequently hear of some Don Quixote or would-be scientific Christopher Columbus who is trying to produce a 'substitute' for rubber. While we may be wrong, and while there is a remote possibility of somebody surprising us, still nothing makes us rubber men laugh so well as the synthetic rubber Johnny."

1918 BUICK MOTOR CARS

The Buick Motor Company has delivered all of its 112,000 1917 cars, and the first of its 150,000 1918 models will be on exhibition this week. The new models will be built on three chassis, as follows: Runabout, touring car and light delivery car on the 4 cylinder, 25 horse power chassis; a runabout, touring car, coupe and sedan on the 60 horse power, 113 inch wheel base, six cylinder chassis; a seven-passenger touring car, sedan, limousine, landaulet and brougham, on the 60 horse power, 124 inch wheel base, 6 cylinder chassis.

As in former years the valve-in-head motor is used. This motor has always proved wonderfully efficient.

Statistician Says Report That World Supply Is Near
Exhaustion Is Without Foundation

Petroleum with its product gasoline has grown so important to the needs of modern civilization that a world without it seems to the man of today a world out of joint. Petroleum first meant light; now it means in addition, transportation, and on a vast scale, for there are now in use in the United States alone 4,000,000 gasoline-driven motor vehicles.

There have been predictions of late that in thirty years the world's production of petroleum would be on the heavy decline, if not approaching an end. This opinion is not held by Glen B. Winship, statistician of the Sinclair Oil and Refining Corporation. He thinks the greatest period of oil production is yet to come. In making this assertion at this time, however, he does not mean to be understood as going contrary to the recent warning to motorists against the wasteful use of gasoline, but in speaking of the world outlook of the oil industry independent of the war situation and the immediate needs arising from it.

"In this country alone there are millions of acres which have never seen a drilling outfit and in many other countries the fields have scarcely been scratched," says Mr. Winship in a statement recently prepared by him on "World's Supply of Petroleum." "Imagine, if you can, a well spouting 100,000 barrels of oil within twenty-four hours—or 4,000,000 gallons. In Mexico there is more than one well capable of producing that quantity, but because of limited transportation facilities these giant gushers are being held in check. It was estimated recently that Mexico's production could be increased ten times without drilling another well—merely by permitting the wells already drilled to flow to their full capacity."

"Mexican oil, it is true, does not rank in quality with the average American product, but Mexico's possibilities in this respect have not yet been gauged. It should be remembered that in parts of our own country petroleum of low grade is produced. Had this grade been the first developed, the pessimist would have said that high gravity oil would not be found."

"Experts who have examined seepage oil found in Costa Rica hold out promise of large stores of a higher quality of crude than Mexico has yet produced. That little country itself may succeed in shocking

the pessimists into a modification of their prophecies as to petroleum exhaustion. The Costa Rican Government recently granted a concession covering 9,000,000 acres of prospective oil lands. A complete geological survey of this great tract is now being made and active drilling may soon be started. Possibly, the geologists who made partial reports regarding Costa Rica were mistaken in their conclusions. It may be that petroleum will not be found there in commercial quantities. On the other hand, the output may prove tremendous, especially since the Government's action assured systematic and thorough development.

"In several South American countries numerous evidences of oil hold out attractive inducements to the prospector, or wild-catter. In a few localities actual development work has been in progress for several years and production is increasing. What the future may have in store for South America no one can now estimate. Nor is it possible to calculate with assurance the future production of Europe or Asia. Possibly in another century knowledge of the oil industry shall have so increased as to warrant some serious attempt to make such estimates, but at present the most painstaking calculations must appear to the practical man as little short of ridiculous."

"One may wonder what excuse there may be for advancing prices of petroleum if there can be no serious question as to the supply of crude. Ordinarily one would say that the relation between supply and demand must eventually determine the price of any given product, but in this case particularly it would be more accurate to say that prices must eventually be controlled by the relation between available supply and demand. You might, for instance, have a production of 200,000 barrels daily in Mexico, but if you did not have the facilities for taking it to market it would be of little value either to you or to the world."

"Early in the current year, the Healdton field of Oklahoma was producing daily about 22,000 barrels more oil than it sold, and in Butler County, Kan., production exceeded shipments by about 17,000 barrels daily. At the same time, producers in the Cushing field could have sold at a premium fully 80,000 barrels more than their wells were yielding."

Here was a case of surplus on the one hand and shortage on the other. This was not due entirely to the difference in quality of the oils produced. Though the three fields mentioned are not far apart, as distances are considered in the industry, lack of transportation facilities was one of the chief reasons why the Healdton and Butler producers could not satisfy the excessive demand for Cushing oil.

"But even with adequate transportation facilities, price fluctuations would be inevitable. Supply and demand seldom run neck and neck. For a time demand outstrikes supply, prices advance and production is stimulated. Then as supply runs ahead of demand, prices recede and new production is retarded. We may expect, therefore, recurring periods of high and low prices, but users of petroleum products need not be disturbed by the 'exhaustion' alarms of well-meaning statisticians."

American Autos In The Canary Islands

Consul George K. Sticks, writing from Tenerife, Canary Islands, says: "The recent arrival in one delivery of fifteen automobiles from a single American factory is a striking proof of the fact that local American sales of motor cars are being restricted chiefly by the supplies available from exporters in the United States. Of the same make of car there are now unfilled twenty-six orders."

"It is noteworthy that only forty-five American cars reached this market during the entire year 1916. Present sales are being made in spite of an ocean freight rate on the average car which has increased approximately from \$75 to \$250 per car in the past two years."

"Dealers continue to report an unfilled demand for American-made tires, of which, at this time, there is no stock in either Santa Cruz de Tenerife nor Las Palmas, Grand Canary. French-made tires now practically control this market and at a large increase over 1916 prices."

Leading dealers estimate the number of automobiles in the islands as 735. Bad roads make the life of the average tire very short."

Groundless Fear Shakes The Nerve Of Women Drivers

As has been said about worry—namely, that most of one's troubles never happen—so the fear that a woman has in driving a car is not so much that as it is the fear of being afraid. At least that is the opinion of a well known woman motorist.

"From my own experience and the experience of other women to whom I have talked about the subject, I believe the most difficult thing a woman has to overcome in learning to drive a car is not to be afraid of being afraid," says this expert woman driver. "Probably this sounds a little complicated, and an easier way to say it would be that women as a whole, I believe, lack confidence in themselves to handle the unexpected, should the unexpected occur."

"A lot has been said about driving. Much advice has been offered as to what to do and what not to do. I believe that good driving is simply a state of mind and that as soon as any one discovers how easy it is to handle a car and how near an impossibility it is for an emergency to arise that cannot be met with little effort, when the simple mechanism of the modern car is mastered, she has learned about all there is to know in order to drive a car."

"Of course, one might know what to do under practically all conditions, and still not do it. Here is where lots of women fail as good drivers; their fear of doing the wrong thing is so great that they do nothing at all."

"I have yet to see any woman who has not been materially benefited by driving. The fresh air, the co-ordination of eye, mind, and muscle, the exhilaration of feeling that you are master of the powerful and yet tractable motor, and that it will answer your every whim, cannot help but have a beneficial effect on the nerves. In fact, I firmly believe that driving is the best nerve tonic in the world."

"I have driven my car over thousands of miles on all kinds of roads—boulevards, deserts and mountains. The fact that I have never had an accident of any kind adds a lot to the sum total of my pleasure, of course, but I know that even had a experienced a lot of trouble, I would not sacrifice for a great deal the actual gain in health and joy of driving that I have experienced in my car."



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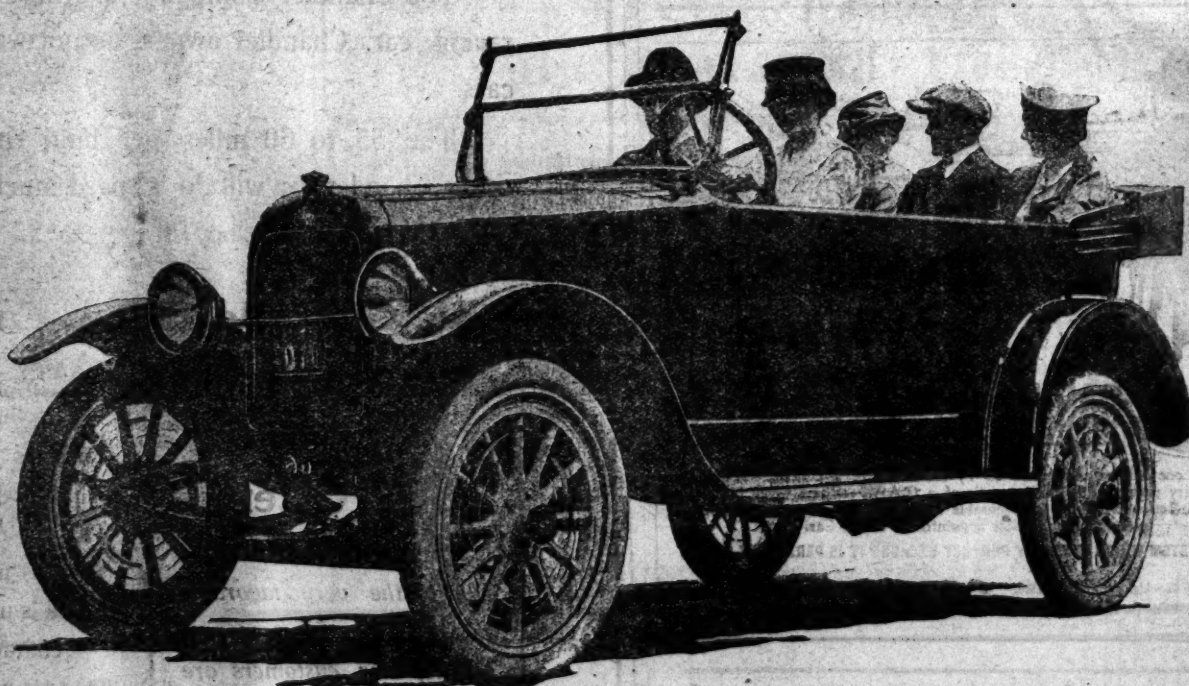
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SAYS TRADE CONDITIONS ARE UNUSUALLY BRIGHT

Studebaker Vice President Looks For Greatest Shortage Of Cars This Year

Upon his return to South Bend recently L. J. Ollier, Vice President and Director of Sales of the Studebaker Corporation, was brimming over with enthusiasm in regard to the business conditions throughout the territory he visited. While absent from the factory, Mr. Ollier called upon Studebaker branch managers and dealers in the Eastern and New England States, making a careful investigation of present trade conditions.

"I cannot make it too emphatic," says Mr. Ollier, "that trade conditions are unusually bright for the coming year. Our dealers and branch managers tell me that there is every indication of increasing confidence among the buyers in their territories and give me every assurance of a thoroughly successful summer season."

"I personally believe prosperity will overwhelm us within the next few months, and unless we all get busy now it will find us totally unprepared. With the tremendous resources we have in this country and the seven billion dollars to be expended by the Government, there is going to be a new era which will eclipse that of 1915 and 1916."

"True, there has been considerable depression in business over the uncertainty as to what conditions are going to be. But with every prospect of good crops throughout the great agricultural districts of the West and the high prices the farmer will receive for them, and with all of the big manufacturing centers of the East reporting production at top speed, money will be plentiful and buying is bound to become brisk in most every line."

"The automobile is no longer a thing of luxury and extravagance. Motor cars have now become an economic necessity in both city and country."

"With the first shock of actual war over, the motor car buying public has about recovered its natural frame of mind, and I look for increasing sales from every part of the country. In view of conditions in general, I do not think I will be questioned when I say that I look for the greatest automobile shortage this year that the industry has ever seen."

"Because of the big drain made upon steel and other raw material used in the manufacture of motor cars, by the United States Government and her allies, it is not unreasonable to suppose that the prices are liable to be advanced now at any time."

WOMEN HELP MAKE CARS

Women are fast becoming important factors in the motor car industry. Not only do they cut and saw materials for tops and side curtains but also in many factories they are entrusted with the assembling of primer and switch systems and of inspecting pistons, drill press work and other small parts.

Tips For Efficiency

Check valves which control the flow of oil through the pump where pressure feed lubrication is used should be cleaned occasionally to insure positive working.

If the trouble persists it is probably a loose bearing somewhere. This will necessitate taking down the motor in order to fix it, but if neglected it may cause serious damage to the motor.

If you use an enamel cover for your tires, be sure you put it on right side up. Sometimes we find one put on upside down, which will cause it to hold the rain instead of shedding it.

Do not wipe dust from your car with a cloth or piece of waste. It grinds the dirt into the varnish and will ruin the finish in a short time. Have the car washed if you want the finish to last.

In installing tire chains don't try to pull them too tight. If the chains are held in a fixed position as the wheels revolve the tread of the tire is likely to be worn and loosened. A slightly loosened chain will "creep" into constantly shifting positions, distributing the wear and causing less injury.

Keep watch on the spokes of the wheels, especially if the car is an old one. If spokes can be shaken, tighten the bolts on the flanges of the hub. If they are still loose, consult a wheelwright, as your life may be endangered by the breaking of a wheel.

A liberal education on the subject of tires can be obtained from the advertising literature of the manufacturers. Write to them or call at their agencies. A trip through a repair shop where vulcanising is done will add much of importance to your knowledge of tires.

Knocks in a motor denote trouble and should be tended to immediately. The simplest knock is due to spark too far advanced. This readily occurs on a hill as you try to crowd on all power. If it stops when spark is retarded, you will know what the trouble is and so avoid it.

If the screws that hold the small brass brackets to the vibrator box become worn so that they do not hold, don't use longer screws. They may injure the windings of the coil and ruin the vibrator. Put metal band clear around the box and attach it to the dash with small bolts.

The man who buys a box of socket wrenches is making a good investment. They save time and keep nuts and bolts in good condition, since they fit perfectly and do not round off the edges. Open end wrenches are next best. If you must use a monkey wrench, set it carefully and avoid rounding off the nut corners as much as possible.

30 MILES AN HOUR BY AUTO NEW RECORD

Packard Car Equipped With 265 Horse Power Aviation Motor Overturns Old Figures

In speed trials conducted at Sheepshead Bay July 27 and 28 new automobile records from one-fourth of a mile up to ten were made, according to representatives of the American Automobile Association who were present. The trials were non-competitive, and the automobile on test was a special car built by the Packard Motor Company of Detroit, equipped with a twelve-cylinder motor of aviation type of 265 horsepower at 2,150 revolutions per minute. A rate of speed of 130 miles an hour was attained in breaking the one-quarter of a mile record.

A report of the trials prepared by A. W. Butz, technical manager for the Packard company, gives the new records and the best previous records as follows:

At one-quarter of a mile, new record, 6.91 seconds; previous record, 0:08.16.

At one-half mile, new record, 0:13.94; previous record, 0:14.076.

At one mile, new record, 0:28.75; previous record, 0:29.01.

At two miles, new record, 0:57.81; previous record, 0:58.99.

At three miles, new record, 1:26.60; previous record, 1:54.83.

At four miles, new record, 1:55.74; previous record, 2:33.37.

At five miles, new record, 2:24.65; previous record, 2:36.08.

At six miles, 2:53.37; no previous record for comparison.

At seven miles, 3:32.71; no previous record.

At eight miles, 3:52.41; no previous record.

At nine miles, 4:21.52; no previous record.

At ten miles, 4:50.88; previous record, 5:19.78.

In his report Mr. Butz says: "The above figures are on the basis of the distance around board track of two miles. It is estimated, however, that car actually travels 400 feet in addition to the distance actually credited by A. A. A. in computing average speed as above. Track measurements are taken on basis three feet from pole. The above tests were witnessed and verified by American Automobile Association representatives, timers, starter and spectators. Approved electrical timing apparatus used. Official record of results now in hands of A. A. A. Contest Board for final approval and record."

CARBURETOR TEST

If you suspect carburetor trouble try the following test: Run your car at closed throttle for two blocks. Choose a moment when there is a clear space ahead, and suddenly press accelerator pedal all the way down. The motor should pick up smoothly, to as high speed as you care to run. If motor chokes, stalls, misses explosions or labors, or gives backfire at carburetor or muffler explosions, it shows the carburetor is out of adjustment.

The Packard And War

"American soldiers now in France and others who are to follow them will find many things of American make or origin of which they may well be proud," says C. R. Norton, general sales manager of the Packard Motor Car Company. "Hundreds of American men are fighting in the French, Canadian and British armies. Americans are among the most daring, resourceful and effective aviators."

"Among other things they will see hundreds of motor trucks of American make, Packard among them. To the regulars now with Maj. Gen. Pershing these will seem like old friends; for Pershing's men saw and learned much about the reliability and efficiency of Packards when they were down in Mexico."

"Packards are being put to many uses all along the battle lines. In the French, British, and Russian armies, they are carrying ammunition, supplies and men. Some are fitted with anti-aircraft guns and others have been converted into trench diggers, strenuous work for a truck motor."

"We confidently believe the needs of American soldiers will maintain their reputation and do their bit to help our boys to victory."

"Taking into account the latest order from the government, there will be 3,050 Packard trucks in United States army service by January 1."

Some More Motor Car Statistics

"Last year ten manufacturers built over 80 per cent of all the cars produced by the more than 110 concerns in the business," says President George Stowe of the Mitchell Motor Car Company of New York. "All of these large producers are in the class of 'complete manufacturers.' All operate, like Mitchell, on the basis of building as much of their cars as is possible in their own plants. All have established themselves as leaders by reason of their early adoption of the sound business principle that they can build their cars better and cheaper 'at home' than by letting numerous other concerns do the work for them."

"This season the Mitchell company will build approximately 25,000 cars. It will rank as one of the comparatively few concerns to build that large number of automobiles during the 1917 season. Furthermore, it will be almost the only concern to produce 25,000 or more cars priced above \$1,100, and it will be the largest manufacturer of sixes exclusively in Mitchell price class."

NEW STUDEBAKER PLANTS

The new Studebaker plants at South Bend, Ind., will cover five acres and the estimated cost is \$2,000,000. One of the buildings housing the new dry kiln is completed.

What The Motor Car Industry Is Talking About

"We are going to see the most intense period of industrial activity the world has ever known," declared Frank A. Vanderlip, president of the National City Bank, New York, a short time ago.

In direct substantiation of Mr. Vanderlip's prediction comes the announcement of the Olds Motor Works, Lansing, Mich., that production of Oldsmobiles will be tripled during the next twelve months. The Oldsmobile manufacturers have the distinction of being the first in the industry this season to announce an expansion of considerable size, and say they will build 32,000 sixes and eights next year, valued at \$40,000,000.

PUTTING ON CHAINS

"The novice jacks up his wheel to put on a chain—not so the experienced motorist. There are two ways of applying the chain. One is to drape it over the wheel, the other is to lay it on the ground and run the car over it. The latter method, apart from the difficulty of steering in straight over something you cannot see, has the added disadvantage that the chain on a muddy road is in bad condition to handle. So drape it over the wheel and you will have a much cleaner job. Apply it in such a way that the points of the cross links are away from the tire, so as to prevent them from cutting into it."

CHANDLER SIX

Chandler Records Are Owners' Records

Not to our knowledge has a professional motor car driver ever made a record with a Chandler Six.

But all the thousands of owners of Chandler Sixes, every day, are making the kind of records that count. Records of satisfactory service.

The Chandler Company has never built a racing car. Chandler owners do not want racing cars.

The 55 to 60 miles per hour speed that every Chandler car will do is speed much greater than you would ever ask for.

The Chandler Company has never built a special mountain-climbing car with short wheel base and low gear ratio.

The ease with which every Chandler climbs steep grades on high gear is satisfying to the Chandler owner.

The Chandler Company has never supplied any Chandler dealer anywhere with a special gear ratio for demonstrating purposes.

What any Chandler Six does *your* Chandler Six will do.

The manufacturer of *one* six can make just as big *claims* as the manufacturer of any other six. But

The Chandler is a Fact-Car, Not a Claim-Car, and These Are Facts, Not Claims

There is no other Six more flexible in control, more responsive to your every demand, than the Chandler.

There is no other which will pull hard grades on high with greater ease.

There is no other so economical in operation.

There is no other which embodies in its design and construction so many features characteristic of high-grade, high-priced motor cars.

There is no other of more beautiful body lines or greater riding comfort.

FIVE BEAUTIFUL BODY TYPES

Seven-Passenger Touring Car

Four-Passenger Roadster

Four-Passenger Convertible Coupe

Seven-Passenger Convertible Sedan

Limousine

Choose the Fact-Car For Your Car

For Demonstrations, apply to:

STAR GARAGE CO.

SOLE AGENTS

Telephone: West 197.

125 Bubbling Well Road

The tonic of a wholesome pride



C.A.V. CAR LIGHTING & STARTING

is run from one battery and controlled by the touch of a switch. A perfect finish of every particular is characteristic of a C.A.V. set, and gives just that touch of distinction which is indispensable to the owner who takes a genuine interest in the perfect appointment of his car.

THE ONE SYSTEM WHICH IS SIMPLY PERFECT BECAUSE IT IS PERFECTLY SIMPLE

Complete Light Car Lighting Set \$22.15.0.
F.O.B. London. Write for special brochure.

C.A.V. Vandervell & Co., Ltd.
ACTON, LONDON, ENGLAND

ROBERTS MOTORS FOR BOATS



16 H.P. Bore 3 1/2 inch Stroke 4 inch
8 H.P. Bore 3 1/2 inch Stroke 4 inch
4 H.P. Bore 3 1/2 inch Stroke 4 inch

Staunch, Sturdy, Dependable

2-Cycle—Working steadily all over the world for all purposes. Roberts Marine Standard Type 4-16 h.p. Slow speed, heavy duty type, 8 h.p. Roberts Famous Aeroplane and Racing Motors. We are open for dealers for this territory; will be glad to furnish specifications and terms.

ROBERTS MOTORS
1600 Roberts Bldg. Export Department Sandusky, Ohio, U.S.A.
Cable Address: "ROMOCO"

MOTOR CAR PRICES HAVE REACHED BOTTOM

Modern Manufacturing Methods
Bring Added Value But Prices
Are Near Bed Rock

"The prices at which automobiles are now sold, are pretty close to bottom," said Mr. H. S. Honigberg, the distributor for Buick cars in this city. "For the reason that the vast majority of the cost factors which enter into the manufacturing of motor cars, have been fixed. There still remain possibilities of added value and thousands of men are busy every day of their lives, trying to discover what they are, but the possibilities of reducing costs have narrowed until they are almost negligible."

"Regardless of the developments of the future in manufacturing, it is now apparent that the important cost factors in the making of an automobile, cannot possibly become much less. The secret of added value at less cost lies in manufacturing processes, and in constant reductions in over-head expense which manufacturers are able to bring about. In the former field there are almost limitless possibilities for improvement, but in the latter, it will never be possible to make any considerable advance over what has already been achieved."

"The best way to get a clear idea of the truth of these statements is to explain one of the numerous ways in which manufacturing processes have been improved in the great Buick factory at Flint and to cite a specific instance of the manner in which over-head costs have been reduced. To tell of the instances that might be named would require entirely too lengthy an article, since literally thousands of manufacturing advances have been made."

"In the Drop Forge Department at the Buick Plant nearly a score of drop hammers are forging the steel parts into the necessary shapes. Of these hammers, there are several which cost the Buick Motor Company \$18,000 each."

"Now suppose the Buick Motor Company, after buying the ground for its factories, and after equipping its factories with all the necessary

tools and machinery for making motor cars, had just built 1,000 cars, and had then fixed the price at which the cars could be sold, at a profit. To cover the cost of building 1,000 cars all the money that was paid for the ground and the buildings, together with their machinery and equipment, would have to be included in the selling price. Among other items there would have to be one for \$18,000.00, to cover the cost of the big drop hammer. If only 1,000 cars were built the drop hammer cost of each car would have to be \$18.00, to say nothing of all the other costs. If 2,000 cars were built instead of one, the drop hammer cost in each would be \$9.00 instead of \$18.00, and if 3,000 cars were built, this item would be listed at \$6.00.

"But instead of building one or two or three thousand cars, after the installation of that drop hammer, the Buick Motor Company builds tens of thousands of cars, so that for each additional car manufactured, that drop item of drop hammer cost has been constantly decreasing. At the present time it amounts probably to only a very few cents per car. It amounts to less per car this year than it did the year before. At the same time, the workmen who manipulate that drop hammer, have been learning all the time how to handle it to a better advantage, so as to get better results from it. That drop hammer quality has been improving all the time the cost was decreasing, and Buick owners have constantly had the benefit of this improved quality at the decreased price."

"Now let us see the reason for my statement to the effect that quality can continually be improved, whereas there must be a limit beyond which price cannot descend."

"In Pittsburgh and other cities where steel is made, and in the laboratories of Universities and scientists all over the world, men are constantly improving the present formula for making steel. Each year they make some little advance. Constantly they are finding ways for combining basic metals to produce an improved steel. This means that the steel which finds its way into the Buick Motor Company's Drop Forge Building, is of better grade each succeeding year. The front axle which the \$18,000 Drop Hammer is pounding out today, is composed of better steel than the one which was

pounded out a year ago, and next year, in all probability there will be still further improvements."

"This means more value to the car owner. But in the meantime that \$18,000 Drop Hammer is wearing out. The over-head item for which that hammer has been responsible in the Buick Company's cost sheet, has been constantly getting less all the time, and now after four years of service, it is necessary to replace that hammer with a new one. Thus the over-head curve as it applied to that drop hammer which has been descending all the time, takes an upward turn. If some way could be devised to keep that drop hammer and the other machinery in the Buick plant, from deteriorating and finally wearing out, there would be a possibility of a still further drop in the price of the finished cars. But since that drop hammer must be replaced with a new one from time to time, it is apparent that there is a point along the line beyond which price reduction cannot be carried. That point is known as 'bed rock,' and that point, in my opinion, has now been reached."

"In fact today, there is a decided tendency on account of the enormous increase in prices of basic materials, due to the war demand, for prices to advance, and there is no apparent relief from this condition at least as long as the war lasts."

WAR DEPARTMENT TRUCKS

The War Department has taken over the development of the standard military truck. This announcement was made by Captain Britton, representing the War Department, at a meeting of representatives of the motor truck industry at Columbus, Ohio, July 20. This decision takes the development of the standard military trucks, "Type A" and "Type B," out of the hands of the Society of Automobile Engineers and of the motor truck industry in general, though members of these bodies will be consulted in order that the best result possible be attained. When the designs are completed the Government will call on manufacturers to bid on the new type trucks in definite quantities. Just as shipbuilders are asked to bid on warships. The development of the designs will be pushed, so that the new trucks will be ready for use next year.

Steering Wheel Methods Of Some Racing Drivers

How do you hold the steering wheel when you drive your automobile?

Is your "stance" patterned after that of any of the speed kings of the motor world or do you just grab hold?

The control a race driver has over his car often means the difference between life and death. Have you ever given this matter a thought?

Most of you drivers prefer the small, average-sized wheel, but the car used by Dario Resta, with which he won so many of America's races in 1915-1916 and won the championship, was equipped with a large-sized wheel. Some of them hold the wheel with apparently a loose grasp, while others tightly clench the fellow. The majority grasp the wheel with their hands opposite, almost in the center. Several hold the wheel by the lower segment and some control their cars by gripping the upper half.

Eddie Rickenbacker has one of the most peculiar grips, taking hold of the wheel with a firm grasp of the upper half and extending his elbows to give more purchase on the rim. Louis Chevrolet, Ray Harroun, Ralph De Palma and Joe Dawson take hold of the wheel with apparently an easy grip and control the car by using the lower segment. Earl Cooper, Jean Chasagne, Arthur Duray and Joe Christiaens place their hands almost opposite on the wheel, but with one hand below and the other above the center line through the wheel. Barney Oldfield, Camiel Janetzky, Louis Disbrow, Gil Anderson and John Altken employ a grip that places the hands on a center line through the wheel.

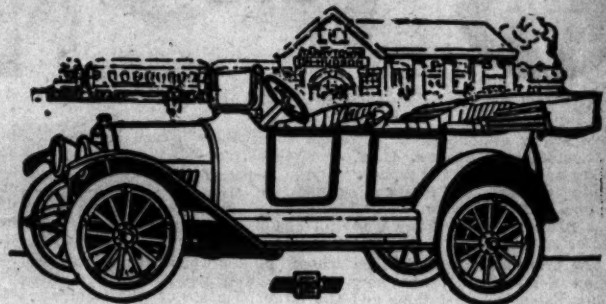
BIG OVERLAND GAIN

The Willys-Overland, Inc., announces that the production figures of the company for the current year up to July 21 show an increase of more than \$14,000,000 over the same period last year, amounting to \$86,251,575; retail sales for the first three weeks in July totaled \$9,250,000.

CHEVROLET

BUY

a proved car, a
car like the
Chevrolet. Your
investment lasts.



The Chevrolet is good, for great care has been exercised in designing, in the selection of material, and the building of each model.

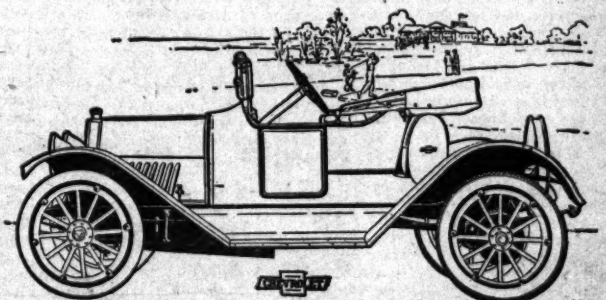
We know how to make cars that endure—of the proper weight and material—so each Chevrolet is capable of doing the utmost for the least possible expense.

We also know how to incorporate good looks, style, easy riding qualities and comfort.

THE STAR
GARAGE CO.

125 Bubbling Well Road

Tel. West 197



Willys-Overland
Motor Cars

A Wide Range of Models
All New Values

From your point of view this announcement is most important.

For herein we set forth the achievement toward which the Willys-Overland Company has aimed for the last eight years.

This achievement in a word is the completion of a great organization to a point where it could make and market a complete range of motor cars under one control.

One executive organization,—one factory management,—one purchasing unit,—one selling expense,—one group of dealers,—plan, produce and sell all of these models.

As a result The Willys-Overland Company is producing motor cars of exceptional quality—and marketing them at unusually low prices. Every motor car is built to a rigid standard of performance, comfort and appearance.

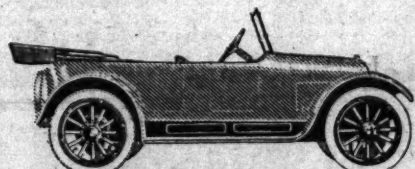
The new Light Four Cylinder touring car is a striking example. It is finished in gray and is a car of quality in every sense of the word.

The engine is powerful, quiet and of sturdy construction. The soft cushions, easy-riding springs, large tyres and the proper balance in construction absorb all jolts and jars of the highways. Yet this is but one of the new Willys-Overland values. Never before have the economies of vast production been available for buyers of every class of motor car.

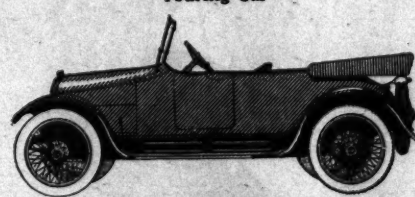
And the Overland policy of greater production, higher quality, lower price is exemplified in every model and type.

Let our experience help you in the selection of your motor car.

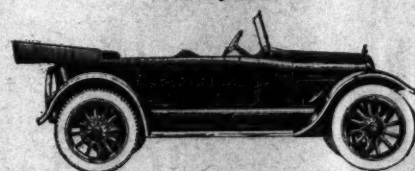
Electric Lights
Electric Starter



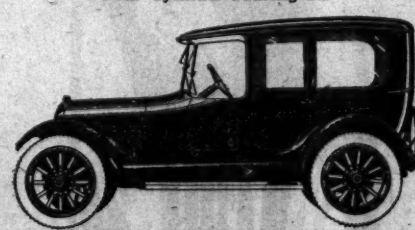
Light Four-Cylinder
Touring Car



Overland
"Country Club"



Willys-Knight
Four-Cylinder Touring Car



Willys-Knight
Four-Cylinder Limousine

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland

5-Passenger Touring Car
5-Passenger Roadster
5-Passenger Touring Coupe
5-Passenger Touring Sedan

Light Four-Cylinder Overland

5-Passenger Touring Car
5-Passenger Roadster
5-Passenger "Country Club"

Light Six-Cylinder Overland

5-Passenger Touring Car
5-Passenger Roadster
5-Passenger Touring Coupe
5-Passenger Touring Sedan

Willys-Knight Models

7-Passenger, Four-Cylinder Touring Car
4-Passenger, Four-Cylinder Coupe
7-Passenger, Four-Cylinder Touring Sedan
7-Passenger, Four-Cylinder Limousine
7-Passenger, Eight-Cylinder Touring Car

THE CENTRAL GARAGE Co., Ltd.

2a Linkee Road.

SHANGHAI

'Phone No. 2661

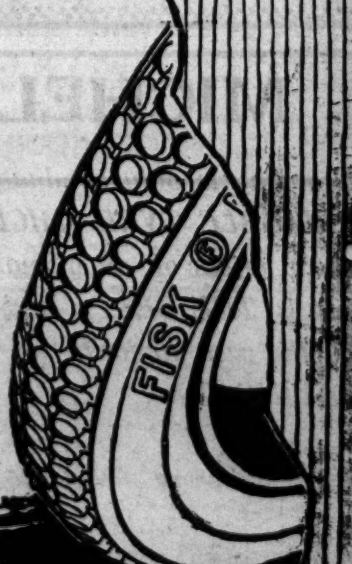
The Willys-Overland Company, Toledo, Ohio
Manufacturers of Willys-Knight and Overland Motor Cars
and Light Lorries

RECOMMENDED
By Satisfied Users

FISK
NON-SKID

In every community you will find users of Fisk Tires so enthusiastic over their investment that they will go a long way to recommend Fisk to their friends.

This is the kind of proof of quality that every motorist should demand, the kind on which the enormous Fisk Business has been built. The phrase "Ask Fisk Tire Users Before You Buy Again" has a real dollars-and-cents meaning to the wise motorist.



Inspect our line of Fisk Tires and Tubes

STAR GARAGE COMPANY

Sole Agents:

125, Bubbling Well Road:

Phone West 197

Honigsberg's Motor Business Expanding Rapidly



Mr. Trevor-Smith Mr. Blanchard Mr. H. Ricks Mr. H. A. Trussell Mr. Y. K. Koo

As was briefly announced in our issue of last Sunday, Messrs. H. S. Honigsberg and Co., Inc., the pioneer automobile dealers of Shanghai, have acquired the premises, No. 23 Medhurst Road (formerly known as "The Motor House").

The new premises, which will be opened on September 1, are now undergoing extensive alterations and additions, and will be known as the "Honigsberg Service Station."

The floor area is no less than five new, and can accommodate 175 cars. Extensive and up-to-date departments for repairs, painting, vulcanizing, body-building, etc., are now being equipped, and when complete will make the new service station the largest and most comprehensive in the Far East.

The original premises at 40, Bubbling Well Road—large as they are—have proved inadequate for the rapidly growing needs of the business, and will from henceforth be

used solely for the hire car service and sales agency.

The corporation, at the head of which is Mr. H. S. Honigsberg, managing director (the founder of the business) employs a large and expert staff. Six foreigners, some of whose photographs appear above, are always in attendance, and thus the large clientele of the company are assured of careful supervision of their orders, coupled with the highest quality of workmanship.

Mr. H. Ricks, the assistant manager, is too well-known to need popular with the local motoring public to need any introduction. Mr. Homer A. Trussell, the mechanical superintendent, who was associated for 4½ years with the Chicago branches of the Packard and Buick companies, has proved a friend in need to automobile owners, and, assisted by Mr. Trevor-Smith, attends to the minutest details of the departments under his control. Mr.

Blanchard, the tire expert, is persona grata among motorists and chauffeurs. He will also be in charge of the large vulcanizing plant, which is arriving this week by the s.s. Dalren Maru. Mr. Y. K. Koo, the comrade, will be found at his post from early morn till dewy eve, and his always smiling face has become a feature of the Honigsberg entourage.

Since the Honigsberg company secured the agency for the famous Buick—the economical gasoline consumption car—all local records in automobile sales have been broken. No less than \$9 of these popular cars will arrive during the next six weeks. And this notwithstanding the partial embargo on the export of automobiles from the U. S. A.

Plans are now being made for the coming winter, and ten closed cars, which are due to arrive shortly, will be placed in the hire service department.

office and factory buildings comprise forty acres of floor space. Mr. Firestone and the other officials of the company were very careful to disclaim any intention or desire to pose as philanthropists. It's good business, they say, to do all these things. And good business it evidently is—but isn't it something more?

New Cadillac Head

When it was announced recently that the Lelands, father and son, had severed their connection with the Cadillac Motor Car Company, and that they were to be succeeded by R. H. Collins, there was much speculation concerning the man who is to assume the heavy responsibilities carried so long by the founders of the famous Cadillac. "Who is Collins?" was asked everywhere in the industry except by the few who knew the story of the manufacturing and merchandising genius to whom W. C. Durant has entrusted the destinies of the Cadillac.

Mr. Collins's life history is the old familiar story of the poor boy starting out with nothing and rising step by step to the top-most rung in the ladder of success. His methods were never spectacular, but they were relentlessly certain. His honesty, complete knowledge of his product, and a boundless enthusiasm for his work constitute the three cardinal principles upon which his great success has been built.

Starts With John Deere

The new head of the Cadillac company began his business career with the John Deere Implement and Vehicle Company, of Moline, Illinois, with whom he continued twenty years. During most of that time he sold the Deere Company's products to dealers, and so successful were his efforts that he rose to the position of Western manager for the company, with headquarters at Kansas City. From that position he went to the Buick Motor Company as manager of the Kansas City branch, and subsequently to Flint as the company's general sales manager. In that position he continued until last year, when he was made assistant to President Durant of the General Motors Company.

It was while he was engaged in selling the Deere Company's product that Mr. Collins acquired his vast and intimate knowledge of the markets which later were to absorb the output of motor car manufacturers, and his equally clear understanding of the men who were destined to become motor car dealers. For years he had met these men in their own stores and homes. He spoke their language. He lived their lives, and knew and sympathized with their aspirations. He early acquired his steadfast faith in the homely old principle that in manufacturing and selling goods, as in everything else, honesty is the best policy.

His belief in quality products

amounts almost to a passion, and that fact, more than any other, influenced Mr. Durant to choose him as head of the Cadillac Company. Mr. Durant knew the Cadillac that would bring the Collins enthusiasm to its full flower. He knew that Collins possessed exactly the right mental attitude necessary to continue and carry forward the great Cadillac ideals and traditions.

And those who know Mr. Collins feel, as does Mr. Durant, that Cadillac traditions and policies will be safe in his hands. He believes in fine workmanship, with the utmost fervor, and has long expressed the conviction that the Cadillac exemplified his own ideas as to what a product of this kind should be.

A Picker Of Men

Mr. Collins, like all men who achieve a big success in life, has an almost uncanny faculty of surrounding himself with good lieutenants. He seems to have a success "jinx," as is evidenced by the fact that literally dozens of men who were fortunate enough to become associated with him have acquired wealth as a result of that association. When he went to the Buick Company as general sales manager he made it his first duty to build up a selling organization that would extend to all parts of the country, and today many of the men who were included in that organization, who worked under the direction and with the co-operation of Mr. Collins, are independently wealthy.

The cardinal tenet in his merchandising code is that the dealers who sell his product must always be satisfied, and be more successful than they were the year before. If business is to be a real success, he contends that if the dealers are prosperous, the parent business is bound to be prosperous.

Mr. Collins attributes the great successes achieved by his associates to their loyalty to their product, and to the fact that he always encouraged them to act upon their own initiative. He assumed that they knew more of conditions in their particular localities than any body else, and believed that if he could instill in them the same enthusiasm for their work and belief in their product that he himself possessed, their success would follow automatically. And his method has always worked out successfully.

"In employing men," said Mr. Collins recently, "I always make it a point of select those who have a greater knowledge in their own particular lines than I possess myself."

Cut-Outs Frowned On by Manufacturers

Many of the manufacturers who are members of the National Automobile Chamber of Commerce believe the muffler cut-out nuisance has reached a point where the makers should help

in its elimination. At the recent meeting of the N. A. C. C. this matter was referred to a special committee, which will work with the manufacturers of automobiles and motorcycles to the end that they construct their machines so muffler cut-outs cannot be used except with a screw plug or some other device that can only be handle in a shop.

MOTOR CAR INSURANCE

Reasonable Rates Comprehensive Cover

200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from

C. E. SPARKE
INSURANCE OFFICE

44, Kiangse Road. Tel. No. 54

AGENT

Excess Insurance Co., Ltd.,
Whose Assets Exceed £720,000.

LONG, LOW LINES FEATURE OF THE NEW PACKARDS

17 Different Body Styles Among The Year's New Line Of Cars

Lines that carry more of beauty while yet retaining those hall marks which long have distinguished Packard cars are the first appeal of the new series Twin Six, announced today. In both open and closed carriages of the new model the long and low effect is strikingly apparent. The top of the higher, narrower radiator breaks crisply into the bevelled shoulders familiar in Packard radiator design. The free-flowing fuselage line of the new car follows the plane of the narrowing bevels, merging gradually into the cap molding of the car. A forming windshield intersects at a smart angle.

First cars of the new series are now being shown by Packard dealers. Each of these first cars has been finished in derby red. Those who have seen a typical car of the new line speak of it as a new creation.

It is stated that the practical perfection of the Twin Six motor, demonstrated in the service of 13,000 owners, has a bearing on the new lines; for with engine perfection secure, the talent of Packard designers and engineers could be concentrated on the qualities of style.

Changes in the Twin Six motor are refinements of detail. The full power, smooth action and economical performance of the Twin Six have established the 12-cylinder engine in the favor of the motoring public. In the new series, the channeling of the gas passages in the cylinder head has been improved, to insure an ever better distribution of fuel to the cylinders and thus to attain to even more marked economy, especially in handling low-gravity gasoline. The new motor is notable for its clean design.

The control has been simplified. A clean steering column is achieved by removal of the control board and placing of ignition, lighting and fuel mixture controls in a convenient setting on the instrument board. The gear shift lever is in the central position. The wheelbase of the 3-25 is 136 inches and that of the 3-25 is 128 inches.

The new car is equipped with springs of semi-elliptical pattern. These springs are wide and long-leaved, assuring, in association with the smoothly uniform action of the 12-cylinder engine, a most luxurious riding quality.

As has always been the practice of

How The Firestone Company Takes Care Of Its Employees

One of the most striking examples of the growing interest which employers are taking in their employees is found in the advanced welfare program adopted by The Firestone Tire and Rubber Company of Akron, Ohio.

Good business and good humanity are combined in this program on a scale seldom if ever before reached.

This is no innovation as far as the Firestone Company is concerned, for its policy has always been to safeguard and encourage and assist its people in every practicable way. Plans long in the making, however, have recently come to fruition.

For example, a splendid club house which cost in the vicinity of \$350,000, equipped with swimming pool, bowling alleys, restaurants, reading and rest rooms and every other device for the comfort and pleasure of employees, was dedicated about six months ago. One of the features of this club house is a beautiful auditorium which seats about 1,500 people. In this auditorium lectures, entertainments and moving picture exhibitions are frequently given for the amusement and instruction of Firestone employees.

Only recently, too, a fine residence park, 500 acres in extent, was opened up for the purpose of providing, at moderate cost, attractive and convenient homes for Firestone families.

Incidentally, the company maintains a complete hospital with physicians and nurses constantly on duty, which services, together with dental attention, are at the free disposal of all who are fortunate enough to be in the employ of this generous concern.

Incidentally, also, the company has set aside the not especially in-

cidental amount of \$1,000,000 as an employees' welfare fund.

Perhaps the crowning feature of all these enlightened moves for the health, happiness and prosperity of Firestone workers was the opportunity extended to them to become stockholders in the company.

A large amount of stock was set aside for this purpose and sold to all employees who cared to take advantage of this opportunity at a figure which represented only about two-thirds of its actual market value, and on terms so easy as to be within the reach of all. The high regard in which the employees hold the company, and their faith and confidence in it, are well demonstrated by the fact that over 90 per cent of them were only too glad to take up the stock allotted.

The two-fold benefit of this distribution of stock among employees is self-evident. Workers who actually own a part of the business in which they are engaged naturally will put in more thoughtful, earnest and effective efforts than they otherwise would. Thus the standard of quality will be upheld and the company will benefit in direct proportion to the merit of its products. On the other hand, the owning of stock in the company will give employees a greater sense of responsibility, will encourage thrift and will add to their prosperity.

All these humanitarian activities are largely due to the foresight and personal interest of H. S. Firestone, founder and president of the company. He looks upon each Firestone worker as a liability as well as an asset. He regards it as the privilege as well as the duty of the company to do everything in its power to make its employees better, happier and more prosperous. And Mr. Firestone's spirit pervades the whole organization. The result is a sense of personal responsibility, a genuine interest and a unanimity of purpose which go far to account for the remarkable success this company has made.

The figures which confirm this success are hardly less than amazing in their significance. The sales of Firestone products last year amounted to about \$36,000,000, which was a gain of \$9,000,000 over the preceding year. At the present rate, the sales for this year will exceed \$50,000,000. There are now 14,000 people in the employ of the company—practically double the number it had in its employ two years ago. And the company's

MICHELIN TYRES

Economy is only obtainable these days by using the only RELIABLE TYRE—MICHELIN. Do not be guided by cheap prices of other makes. The cheapest in the long run is THE BEST, and the public proves our statement by the vast majority of cars fitted with this MONEY-SAVING Tyre.

Telephone West 465 and obtain our prices.

SOLE AGENTS:

THE AUTO PALACE CO.

362 Avenue Joffre.



In Consequence

of the continued rise in exchange, we are now able to announce that our list is subject to 15 per cent. discount until further notice.

This concession, made entirely in favor of the consumer, will enable you to buy the best and yet practise the economy which befits these war times.

REMEMBER—

There are many "best makes," but only one DUNLOP.

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry

Phone 2248.

20 Kiukiang Road, Shanghai

Cables: Pneumatic.

SOME FIGURES ON THE WORLD AS A MOTOR CAR MARKET

An Estimate Of The Automobile Buying Possibilities
Of All Countries Under Normal Conditions

(By the Foreign Trade Department
of the National Association of
Manufacturers of the U. S. A.)

One automobile to every thirty people; every sixth family able to ride in its own motor car is the status of the United States at the beginning of 1917 in the use of self-propelled pleasure vehicles, based on the registration on January 1, 1917, of 3,500,000 automobiles for our 103,000,000 of population—if evenly distributed.

If the people of the United States can encourage the development of the automobile industry to this extent, to what degree and the manufacturers of this vehicle look to the peoples of other lands for support?

In the third column of the tables is given from the best source available an estimate of the number of automobiles in use throughout the world at a given time—the beginning of the present year, 1917. In the last column the endeavor has been to indicate what reasonably may be considered the potential market or automobile buying possibilities of all countries under normal commercial conditions, or conditions prevailing before the great war. As far as practicable the figures have been confined to pleasure or passenger carrying cars.

In estimating the number of cars in use, where registration or other official data were not available, the figures are based on production and import and export statistics and the arbitrary assumption that the life of a car is from five to six years.

On January 1, 1917, the number of automobiles and motor trucks registered in the United States was 3,541,738, or one for every twenty-nine persons in the country, accepting our population as being in round numbers 103,000,000. Records are not available from all States showing separately the number of commercial cars registered, but making a fair allowance for these (which are still a small percentage of the whole), would leave enough passenger vehicles to allow one to every thirty-one of the people.

Following is a summary by grand geographical divisions:

Division	Cars in use Jan. 1, 1917	Full parity with U.S.A.	Potential
United States	3,500,000	3,500,000	?
Canada and other North America	118,086	295,413	200,425
Mexico and Central America	5,744	710,100	29,785
South America	39,188	1,900,100	239,950
West Indies	11,394	301,000	27,200
Europe	437,558	15,583,300	2,408,860
Asia	27,758	28,876,300	372,675
Africa	27,178	4,513,700	100,675
Australasia and Oceania	55,340	521,300	238,000
Totals	4,219,246	56,201,213	3,617,570

With these figures as a basis for speculation, it is interesting—not to say appalling—to note what stupendous figures would be required to express the whole world's use of automobiles were each country to have a number of cars, according to its population, equivalent to what the United States is shown to have had at the beginning of 1917.

The total, over 56,000,000 cars, is, of course, in the realm of imagination. To give Asia—wherein natural and economic conditions combine to reduce greatly the present buying capacity of the people as compared with those of citizens of the United States—the same proportion as this country would be called a wild dream. The figures are given as being reasonably sure to interest those who are concerned in the manufacture of motor cars. After all, is such an estimate really such a ridiculous figment of a wild imagination as it may seem? Who in the United States would have done otherwise than put the same stamp of condemnation upon the man that, in 1900, had prophesied an automobile census for this country of over 3,500,000 cars in 1917? The word "impossible" should be used very cautiously in application to any branch of commerce or manufacture—even that which seems to be actually insignificant—when discussing its potentialities.

The World's Proximate Capacity.
When attempting to fix ratio of potential purchasing capacity, a number of factors have been considered. The physical nature; to assume that Tibet or Northern Siberia

or the African Sahara or Patagonia is likely to be a potential market for automobiles is extremely hazardous, to say the least. Then the physical development of the country has been measured very closely; where there are roads over which the automobile can travel readily, or if it is feasible to build such roads, naturally the potential capacity is greater than in lands traversed by the Himalayas or the Andes, or cut up and impeded by deltas like those of the Amazon or the Yellow River, China. The social development of the people is another crucial test. It is manifestly absurd to think of automobile development among the Samoyeds of Central and Northern Siberia, the natives of Arabia or the Congo negroes, upon the same scale as in France. Purchasing power finally comes to be measured by the individual and community purse. There are in the United States easily 10,000 people who can buy and run a motor car to one who can do so in China. This disparity is probably the greatest yet it will be readily discernible in other parts of the world in differing degrees. As the cheapest make of cars are improved and their prices still further lowered, it is needless to say their use in territories which are now reasonably styled "impossible" will expand rapidly. Then, too, the second-hand and third-hand automobile has not yet found its way into remote districts abroad; when it does so, as it is sure to do, the potential purchasing capacity of many countries now thought negligible will be well worth considering.

Overloading The Battery

"One of the most important cares of a storage battery is to keep it constantly well charged," says A. E. Ward of the local Prest-O-Lite Battery Service Station.

"A motor car leaves the factory equipped with a storage battery of proper capacity to operate the standard electrical equipment of that car.

"Excessive use of the starter and lights or the addition of electrical accessories to the automobile cause an overload on the battery. Its condition should be watched to prevent its becoming totally discharged.

"One common form of overloading is the use of electrical accessories—cigar lighters, electrical cookers, spot lights, &c. When several of these accessories are to be added, the safest procedure is to ascertain from a battery expert whether the battery in the car is of sufficient capacity to meet the added demands. The intermittent use of one accessory, such as a spot light, does not usually call for a larger battery, but, as explained, it constitutes more or less of an overload.

"Under all conditions a battery should be tested regularly for condition, but when accessories are used the motorist has added caused for taking this precaution. A hydrometer test, for specific gravity of the battery solution, should be taken at least every two weeks.

"When the solution tests 1.225 or under the battery is becoming discharged and should receive a freshening charge at once to restore it to normal condition. The battery may be charged by allowing the engine to run idle at charging speed or by having it charged at a competent battery service station.

SPEED—A DEFINITION

Speed means serious and fatal accidents, increased tire and repair expense, nervous prostration, loss of appetite, loss of money, time and pleasant disposition.

Don't Ride The Clutch

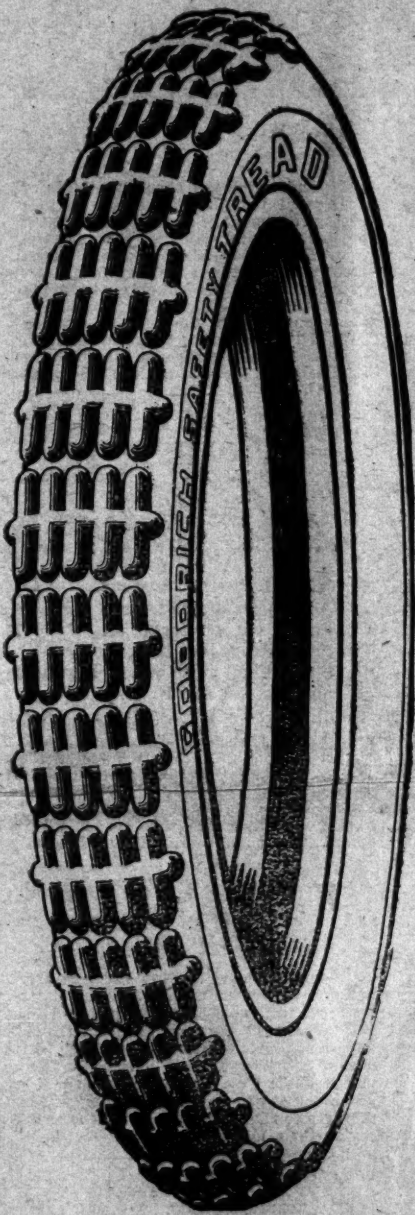
Too many drivers have a habit, doubtless induced by the emergencies of city driving, of constantly keeping the left foot on the clutch pedal, says the Buick Bulletin. Unconsciously, more or less pressure is applied to the pedal in this position; the result is a constant tendency to slip the clutch with consequent rapid wear of the facing and heating which makes the facing hard and brittle and prevents soft and easy engagement.

By a little thought on the driver's part, this condition can be avoided. Except when driving in crowded traffic or maneuvering the car in very close quarters, it is not necessary to keep the foot on the clutch pedal, and in fact it will be found much more comfortable and just as convenient to drive with the left foot resting in its natural position on the toe board to the left of the pedal. When an emergency requires, the foot can be readily moved to the pedal without confusion, and as a result the clutch will seldom need adjusting to compensate for wear of the facing.

One Automobile For Every 29 Persons

Washington, July 14.—There is one automobile for every twenty-nine inhabitants in the United States, according to figures for last year made public by the Federal Public Roads Bureau today.
Iowa, with one car for every eleven persons, led the country in the number of machines registered in proportion to population. California, Nebraska and South Dakota ranked next in order. Arkansas, with one automobile for every 116, is at the foot of the list. The New England States were more uniformly supplied with motor cars than any other section, it was stated.

GOODRICH SAFETY TREAD TYRES



The Goodrich Safety Tread, with its resilient, road-gripping fingers of superfine rubber, is the surest prevention of the skid yet invented. These fingers of live rubber penetrate surface grease, and grip the road-bed with a certainty that adds immeasurably to the joy of motoring.

Furthermore, the Goodrich Safety Tread misses most things on the road that puncture, and, besides, gives you greater mileage than you ever had before.

These are FACTS. Motorists by thousands have proved them—are proving them at this moment—on every kind of road imaginable. Seated at the wheel, on a greasy surface, you yourself will realize how the Safety Tread holds the road.

Let us supply you with a Goodrich Safety Cover when you are in need of a tyre, so that you can convince yourself of its high value from the point of view of safety, and as a mileage-giver.

"Best In The Long Run"

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THE CENTRAL GARAGE CO., LTD.

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Telephone No. 2661.

New Things Every Woman Ought to Know

How Your Body Gets Its Fat

By Harvey W. Wiley, M. D.

The Famous Authority on Pure Food, Sanitation and Health.

AMONG the various theories which have been held respecting the origin of the body fat, the best authorities now agree that it is a joint product of the fats and carbohydrates that are in the food. It is now believed that the protein molecule has little or nothing to do with the production of stored fat.

In the case of carnivora, where but little carbohydrate is ingested, it seems almost a necessary conclusion to believe that the ingested fat is the principal source of the tissue fat of the animal. The quantity of carbohydrates that is used by a flesh-eating animal must be very small. We must not forget, however, that the flesh-eating animal eats large quantities of glycogen, which are doubtless capable of transformation and use.

The fact that it is impossible for the chemist in his laboratory to produce any fat from carbohydrates is not a sufficient reason to exclude the possibility, indeed almost certainty, of the formation of fats from carbohydrates in the living organism.

Practically the consensus of all feeding experiments looking to the elucidation of this subject is unanimous on the proposition that the fats of the body are largely derived from the metabolism of carbohydrates.

Up to the present time fats have been regarded almost exclusively as a source of heat and energy. Late experiments, however, indicate that certain kinds of fat, like that of cod-liver oil, and the fat of the yolk of the egg, and butter fat in particular, have specific functions in promoting growth aside from furnishing heat and energy.

The kinds of fat mentioned often supplement an otherwise incomplete diet, so as to cause healthy growth in animals fed a restricted protein diet of a particular kind. In fact, it may be said, I think, with perfect propriety, that there is no element of the food which is treated individually in the process of metabolism. Each of them is more or less dependent upon the others, and each of them yields its maximum effect only in connection with proper quantities of other bodies.



Dr. Wiley.

milk. The organism producing the souring can be obtained generally from drug-gists.

IS the enclosed sample pure whole wheat flour?—MRS. M. W.

In my opinion the sample which you sent is not pure whole wheat flour; it is entirely too white. Nearly all the bran has been removed. This is sometimes called entire wheat flour, but this is a misnomer.

I WEIGH almost 195 pounds and am growing stouter all the time. What can I do to reduce?—MRS. G. H.

The best thing you can do to keep down your weight is to eat less food and increase the amount of exercise. It requires a strong will to cut down the food. You should begin by fasting one day a

week and eating say about two-thirds of your usual diet. Exclude from your diet excessive amount of sweets, puddings, ice creams and everything of that description. Eat whole wheat bread, whole corn bread and cereals, plenty of fruits and succulent vegetables and only a little egg or meat. Exercise as much as possible in the open, sleep in the open air, take a bath as cold as can be tolerated followed by a brisk rub to restore circulation. By all means eat less and stick to that plan.

WHAT are the ingredients of this preparation for

Making Your Housework Easier

By Mrs. Christine Frederick
The Distinguished Household Efficiency Expert.

TWO years ago I bought a small pineapple cutter from an agent. Now it is broken, but I liked it so much I wonder if I can get another.—MRS. F. N.

You probably can in one of the house furnishing departments. The best pineapple snipper is one that looks like a pair of scissors, but which has a blade on the top. This sinks into and around each "eye" and cuts it out without wasting juice. They cost about 20 cents if you—Incidentally, did you ever try the method of cutting a pineapple into rings before you peel it and then peeling each slice around with a knife, as you do an apple? Try it and see if you find it easier.

HOW wide should the shelves of a kitchen pantry be? It seems to me mine are far too wide.—MRS. E. G.

Yours probably are too wide, as are those of most every one, the reason being that builders simply put in a foot wide board, regardless of what is going to be set on it. The ideal is to have the shelf the right width for the article which is going to be placed on it. That is, for small bottles or cups the shelf should be narrower than large bottles and dishes are to be placed on it. We thus let the idea of graduated shelves. If you are going to do any retiling you can certainly carry out this idea to advantage by placing the shelves closer together and having them less wide.

THERE seem to me many sizes of cans in canned goods. Wouldn't it be a good thing if the manufacturers standardized these sizes more?—MISS HELEN R.

Perhaps you do not know it, but there are now standardized sizes, each with its own number. For instance, there is first a No. 3 can, which is what you usually buy when you buy tomatoes for soup; next No. 2½; then No. 2, No. 1½ and No. 1 and down to the ½ size can. All manufacturers put up canned goods in these

darkening the hair, and is it safe to use?—MARY H.

Barbo Compound has been examined by the State Food Chemist of Indiana and found to consist essentially of sugar of lead and sulphur. Sugar of lead is a violent poison and should never be used by anyone except a physician in personal charge of a case.

ARE bouillon cubes good for my baby, or what should I give him in addition to milk?—MRS. P.

Bouillon cubes are stimulative rather than nutritious and should never be given to an infant. In addition to milk you would do well, I think, to prepare, from time to time, a little mush made from whole, ground cereals—wheat, corn or oats. It should be cooked overnight in a fireless cooker or at least two hours in a double-boiler and then beaten into a creamy mass with the milk so that the baby will think he is taking a liquid. A little bit of codded egg I think advisable, but not too much. This diet would supplement your breast-milk during the summer.

HOW long does it take clams and lobsters to digest, and what do you think of them as food?—MRS. J. I. S.

The time required for digesting clams and lobsters varies in different individuals. I can give no definite data. I infer that you mean stomach digestion. I would say, in general, that clams and lobsters, if good and fresh, will digest in from two to four hours. I think that all of the clam, as it comes out of the shell, is usually eaten. There are parts of it that are sometimes tough, the neck or head, and those parts are sometimes cut away. If clams and lobsters are bad they will produce symptoms of poisoning within a very short time. If they are good they are not likely to induce any

bad results in the time in which they are passing through the intestinal canal. I think it is possible, in some instances, that illness might not arise for thirty-six hours, but such cases would be very rare. A person troubled with constipation would be much more likely to be made ill after a long period than one who is not. Clams are excellent food, but are not a balanced ration and are more of a luxury than a staple food.

THE graham flour I am using has quite a bitter taste. Is it safe to use?—MRS. CARL M.

I do not know what the bitter taste in your graham flour can be due to unless it is some impurity in the wheat. Wheat sometimes contains cockle and sometimes a little rust or smut. Either one of these causes would likely give it a bitter taste. I wouldn't care to eat graham flour if it had a pronounced bitter taste.

WILL lime in the water make hair turn gray?—S. H.

Hair turns gray because nature no longer secretes the pigment which gives it its color. You probably have dandruff in your hair, which makes the comb look white when you comb your hair.

WILL Korein tablets help reduce my weight, and are they injurious?—D. D. A.

Oil of Korein Capsules have been analyzed in our laboratory. We found that apparently some saponifiable oil has been incorporated with the sassafras oil and the petrolatum in this product. This mixture can have no possible bearing on adding oxygen to the blood. It cannot possibly reduce weight. If any reduction takes place it is on account of the character of the diet and exercise advised with the so-called remedy.

Dr. Wiley's Question Box

DOES the preparation mentioned in the enclosed circular contain morphine, and is it good for children?—MRS. A. L.

The preparation carries its formula on the label. It is a mixture apparently without scientific warrant of various forms of medicinal substances. It does not contain any morphine but is composed of various forms of drugs. I would not give it to my children as I do not think promiscuous drugging of this kind is scientific or desirable.

SHOULD we eat the pits and skins of grapes? Also please tell me if the ripe olives in barrels are

better than those in jars.—HOUSEWIFE.

It is better to reject the pits of grapes but the skins should be eaten with the pulp. Grapes should be carefully washed in clean water before eating. I do not think there is much difference between ripe olives taken from the barrels or those pickled in jars.

WHICH kind of fermented milk preparation do you recommend?—MRS. M. H. B.

Kumys and other milks fermented with yeast contain in addition to the lactic acid produced considerable quantities of alcohol, and, therefore, are not so desirable, as regular drinks to use as milk soured with the Bulgarian bacillus. I advise therefore the latter kind of soured

For Women Who Earn

CAN you tell me how I can refuse to do "odd jobs" around the office without losing my position? When I was employed here I was supposed to do only stenographic work, but almost every day I am asked to do billing or filing, or even bookkeeping, and I think it's an imposition.—MAY L.

If your stenographic work keeps you so busy that you have no time for anything else, you can easily explain that you cannot neglect your own work. But if you haven't enough stenography to keep you busy you can't expect to sit with idle hands. Frankly, I think you ought to be glad that you are given different work, because that familiarizes you with more than one phase of the business, and your additional information is sure to be most useful to you some day. Many well-organized firms make it a practice to have employees know several jobs besides the one for which they were engaged, so that in case of absence a vacancy can be filled at once without letting work accumulate to hinder the routine.

I HAVE a very good position, but the responsibility of it worries me so much that I just keep thinking of it at night after I go home and I get nervous over fear that I've forgotten something. I didn't sleep all one night once because I thought I forgot to lock the safe! Do you think I ought to change to an easier position? It seems a shame, because I've tried so hard to get this job.—NELL B.

No, I think you ought to change your habits instead of your job. There are many women and more men who grow old prematurely simply because they permit their business worries to come home with them nights. What you need is hard physical exercise which will take your mind off your work. When you get home at night, lie down and relax completely for twenty minutes, forgetting everything, and letting mind and body rest. Don't eat your dinner until you've had this rest. You'll feel more refreshed and hungry after it. Join a gymnasium, or swimming club, or music club. Exercise hard two or three evenings a week.

You Might Try

A Second Blooming of Lilacs.

STRIP the bushes clean of leaves and flowers when they are about done blooming and you will have a second crop of blossoms.

For Medicine Stains.

ALCOHOL will quickly remove the stains of nearly any kind of medicine from clothing.

To Remove Iodine Spots.

PLACE a paste of starch and cold water upon the stain and then rinse in cold water.

Larding the Silver.

SILVER that is to be packed away for awhile should be cleaned and then lightly coated with fresh lard and wrapped in old linen cloths.

A Feather Bed Quilt.

INSTEAD of a quilt for outdoor sleeping try a light-weight feather bed with removable, washable cover. This is buoyant, warm and comfortable.

Economical Menus for the Week

<p>FOR the benefit of housewives who want appetizing, healthful and economical meals, but are tired of serving the same old combinations over and over again, the accompanying menu for a whole week of meals have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.</p>	<p>MONDAY Breakfast Stewed Potatoes Cereal Top Milk Toast Nut Margarine Coffee Lunch Baked Lima Beans Sliced Tomatoes Boston Brown Bread Nut Margarine Berries Coffee Dinner Baked Stuffed Egg Plant (Stuffing from left-over meat) Green Peas Buttered Beets Norwegian Prune Pudding</p>	<p>TUESDAY Breakfast Cantaloupe Cream Sauce Omelet Toasted Graham Muffins (left over) Coffee Lunch Peanut Salad Bread and Butter Sandwiches Sliced Peaches Coffee Dinner Hungarian Goulash Baking Powder Biscuit Green Peas Grandmother's Apple Pie Half Cups Coffee</p>	<p>WEDNESDAY Breakfast Peaches Top Milk Cereal Cream Toast Coffee Lunch Chili Baking Powder Biscuits (reheated) Tea Dinner Scalloped Salmon Potatoes Lettuce and Cucumber Salad Fudge Cake Half Cups Coffee</p>
<p>THURSDAY Breakfast Baked Apples Bacon Curls Whole Wheat Muffins Coffee Lunch Stuffed Green Peppers (left-over cereal or crumb stuffing) Nut Margarine Current Jelly Dinner Mutton Dick Samp Sliced Tomatoes Hawaiian Fig Frappe Coffee</p>	<p>FRIDAY Breakfast Stewed Rhubarb Creamed Eggs on Toast Nut Margarine Coffee Lunch Scalloped Rice and Tomatoes Radicchio Pine Whip Coffee Dinner Boiled Fish, Egg Sauce Riced Potatoes Lettuce and Cucumber Salad Marshmallow Gingerbread Half Cups Coffee</p>	<p>SATURDAY Breakfast Figs, Top Milk Cheese Toast Coffee Lunch Corn Souffle Currant Rolls Margarine Tea Dinner Creamed Fish au Gratin Duchesse Potato Border (left from Friday dinner) Beet Salad Pineapple Pie Coffee</p>	<p>SUNDAY Breakfast Cantaloupe Whole Wheat Muffins Nut Margarine Coffee Dinner Smothered Round Steak Hominy Boulettes Boiled Onions Lettuce and Tomato Salad Peach Ice Cream Mock Angel Cake Coffee Supper Fruit Salad Bread and Butter Sandwiches Cocoa Frappe</p>

Good To Eat

CHICKEN, CREOLE STYLE.

MELT three tablespoonfuls butterine. Sauté in it one tablespoonful chopped onion and two tablespoonfuls green pepper. Then add three tablespoonfuls flour, stirring constantly. Season to taste with salt. Add one cup of chicken stock or hot water and one-half cup tomato pulp, freed from seeds. Cook until smooth and thick. Then add one teaspoonful lemon juice and two cups diced, cooked chicken. Serve with border of boiled rice.

SMOTHERED CABBAGE.

REMOVE wilted leaves from cabbage. Cut in quarters and remove tough centre. Then pass through meat chopper. For every five cups of cabbage, melt four tablespoonfuls butterine in hot pan. Add two tablespoonfuls flour gradually and blend well. Then add half a cup of water and half a cup of milk, stirring constantly. Bring to boiling point, add cabbage, two-thirds tablespoonful of salt and a dash of paprika or black pepper. Mix well and cover. Cook slowly nearly an hour.

STUFFED BEEF HEART.

WASH beef heart thoroughly inside and out. Remove veins and arteries. Make a stuffing of one pint bread crumbs, one finely chopped onion, half cup of hot water, and salt and pepper to taste. Stuff heart with this filling. Sew up opening. Dredge lightly with salt and pepper, and brown in a little hot fat. Cover with water and let cook slowly for three hours. About a half hour before serving add three carrots thinly sliced and three small onions, thinly sliced. Cook until these are tender. Remove heart from gravy, dredge with flour, and brown. Thicken gravy and serve.

